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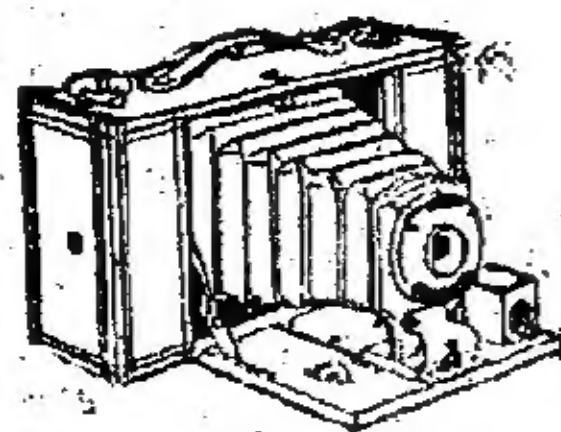


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BIRTH.
On the 18th, at Victoria Hospital, Mrs. J. C. HANSEN, a daughter, both well. [1298]

DEPARTURE OFFICE: 10A, DES VOUT ROAD C
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The Daily Press.

HONGKONG, NOVEMBER 19TH, 1910.

WHATEVER may be the political sympathies of the Portuguese residents of the Colony of Macao, they appear to be practically unanimous in condemning the intention of the Provisional Government at Lisbon to expel the religious orders from the Colony. It is currently reported that an order for the expulsion of the monks and nuns has been received from Lisbon, by the Governor, but it has not yet been promulgated in the local *Boletim Oficial*, and it is understood that, having regard to the special character of the work done by the religious associations in Macao, and to the fact that local public opinion is practically unanimously opposed to its interruption, communications are now passing between Macao and Lisbon on the subject. The order, if it is issued, will affect, we understand, about twenty Italian Sisters, a dozen Franciscan Sisters of various nationalities, and about half a dozen Jesuit priests. The Franciscan Sisters carry on an important educational work in the Colony in what is known as the College of Santa Rosa de Liza, installed in the old Santa Clara Convent, which was confiscated by the Government many years ago under a general order promulgated at Lisbon for the expulsion of the religious orders. In recognition of the valuable educational service they render to the Colony, by providing for girls an excellent

scholastic training at very moderate cost the Government has allowed the Franciscan Sisters the use of this Convent, and that is the only official support the institution receives. The expulsion of these Sisters from Macao would deprive the Colony of educational facilities which it cannot afford to lose. The financial position of the Government would preclude any prospect of the college being carried on by Government at the same high standard of efficiency, and it is equally certain that, run as a private enterprise, the school could not last, for, in order to make it remunerative, fees would have to be charged far beyond the means of a large number of parents whose children have been educated in the College. As to the Italian Sisters, their special work has been the care of orphans, foundlings and destitute persons, and the Colonial Government has recognised the value of that work by an annual grant of \$600. At the present time they have in their buildings, which belong to the Portuguese Mission, upwards of four hundred *protégés*, and the question is asked—What is to become of these waifs and strays if the Sisters are expelled from the Colony? The Government cannot take over this charitable work, because it has already more demands upon its treasury than can be met; and the inmates cannot be cast out into the streets to beg or steal or starve. What, then, is to be done? When the French Government broke up the religious organisations in France, the Colonial administrations were apparently left to act in the matter as local circumstances required. In Indo-China, we understand, the work of the religious orders has been undisturbed, and even the Republican Government of Portugal, we read, has, in deference to public protests, allowed the "Little Sisters of the Poor" to continue to carry on their work in Portugal. The Irish Dominicans have also been permitted to stay. Hence there is hope that the Government, which has wisely announced its intention to grant the Colonies autonomy, will, in view of the special local circumstances, see the wisdom of leaving the decision in this matter to the Governor-in-Council. In the Municipal Council on the motion of the President, who, by the way, is a Republican, a representation in favour of the retention of the Sisters has been passed with only one dissentient, and this vote seems to represent the general sentiment of the Colony upon the question. Whatever justification there may be in Portugal for such drastic action as wholesale expulsion, it certainly cannot be said of the religious Congregations in Macao that their activities are inimical to the best interests of the Colony. As we have shown, quite the contrary is the case; and taking, as we do, a wholly impartial view of the matter, uncoloured by any bias of religious sympathy, we venture to say that until the Government is able to afford some proof of its ability to sustain the important educational and humanitarian work, for the benefit alike of the Portuguese and the Chinese population, which the Sisters have for so long carried on in Macao with a self-sacrifice and devotion which command the utmost respect and admiration, it would be a suicidal policy to expel them.

The confidence trick has been worked again. This time the victim was a woman, who parted with a pair of gold bangles worth \$150.

An Indian watchman employed on the railway at Blackhead's Point was yesterday at the Magistracy fined \$10 for being asleep while on duty.

For using abusive language to an employee of the Gas Company a Chinese was sentenced yesterday at the Magistracy to fourteen days' imprisonment.

A Chinese broker residing in Peel Street was sentenced yesterday at the Magistracy to six weeks' imprisonment and four hours in the stocks for stealing 3,035 bricks valued at \$30.

A Marine Court will sit at the Harbour Office on Friday next to inquire into the circumstances connected with the recent collision between the steamers *Kwong Tung* and *Hoi Ming*.

A scold employed at the Kowloon Dock was at the Magistracy yesterday convicted of stealing brass and was sentenced to one month's imprisonment and four hours in the stocks.

The typhoon message received by the American Consulate-General at Hongkong yesterday from the Manila Observatory at 10.55 read:—"Cyclone or typhoon Pacific Ocean halfway between the Carolines and the Philippines; filling up."

A valuable finger ring has gone astray. The police have been informed that a man, whose name is not given, dropped a gold finger ring, set with a large diamond and valued at \$1,000, from his finger, between Queen's Road West and Hill Road.

Dr. S. B. Rosmer is on his way to New York, after completing a remarkably successful pastorate in Manila. He has kindly consented to preach a sermon in Union Church to-morrow morning at eleven o'clock.

A meeting of the Portuguese Community was held at the Club Lusitano yesterday for the purpose of sending a telegram to the Minister for the Colonies at Lisbon, asking that the Religious Congregations be allowed to remain at Macao. We understand the telegram was dispatched last night.

An intimation has reached Colombo from Germany that the Crown Prince and Princess of Germany will be travelling *incognito* during their visit to the Island. Consequently most of the arrangements for their reception have been cancelled. The intimation has caused general disappointment. Their Imperial Highnesses will travel as the Count and Countess Ravensberg.

An extraordinary case of death from snakebite is reported from Java. The other day, in the eastern section of the island, the corpse of a Javanese was found under a tree in a high state of decomposition. An examination showed that snake poison had killed him. The body bore marks of bites all over, pointing to not one snake but many having fastened upon him. The tree was found to swarm with small venomous snakes.

The marriage of Miss Agnes Winifred Birch to Captain Ronald Caspar Cargill, at Taipei, F.M.S., last week, was a brilliant affair. All Saints' Church was filled with guests from every part of the peninsula, including H.E. the High Commissioner and Miss Anderson, Mr. C. Severn, and Capt. Gay, who all motored from Kuala Lumpur. There were also present the Sultan of Perak with two wives, the Raja Muda and two of His Highness's other sons. Major-General T. F. Stephenson and his A. D. C., Capt. Elliot-Cooper, the Resident-General and Mrs. Watson, Mrs. Zacharias, Mr. G. P. Owen and Mrs. Owen, and Mr. Deane from Singapore.

THE YOUTHFUL HOUSE THIEVES.

At the Magistracy yesterday the three Portuguese youths named A. E. Gutierrez (17), J. M. Cruz (16), and F. L. Botelho (14) appeared before Mr. E. B. Hallifax to receive sentences in connection with the series of house thefts to which they pleaded guilty.

Mr. Leo d'Almeida, who appeared on their behalf, said he was desirous of those responsible for the boys and having regard to the number of offences committed to ask for a severe sentence, but in view of the youthfulness of the culprits he did not think that any good would be accomplished by sending them to gaol. As there was no reformatory in the Colony he would ask that they be committed to the House of Detention until such time as they could be sent away. As regards the first defendant, he was believed to be of unsound mind, and Dr. Harston, who had seen him, would come to the Court later to speak to what he thought of the youth. The boy's cousin was prepared to send him to the Macao Asylum. The mother of the second defendant was willing to have him sent to South Africa or any other place, and it was suggested that he should be kept in the House of Detention until he could be got out of the Colony. As for the third, he was quite a lad, only thirteen years old. His mother had had considerable trouble with him, and she would have liked to have him sent to a reformatory; but there being no such institution here nothing could be done. In the circumstances the best arrangement for the boys would be to place them in the House of Detention until such time as they could be sent away. He did not think whipping would be advisable in the case of the youngest, who had a weak heart, and the people responsible for the defendants did not think that putting them in gaol would do them any good. As a matter of fact they thought it would make them worse.

His Worship asked who had been the leading spirit.

Mr. d'Almeida said he understood that they had spent the money in Ship Street. The defendants did not wish to say anything. They left the matter in his hands. They were absolutely incorrigible.

The case was put back for the attendance of Dr. Harston.

Later his Worship remanded the case against the first defendant, who was certified to be weak-minded, for a week in order that his state be further ascertained. The second was sentenced to a month's imprisonment and to receive twelve strokes with the birch, and the third was sent to prison for 14 days and ordered to receive twelve strokes.

THE CIRCUS.

The last matinee of Harston's Circus will take place at Causeway Bay this afternoon, and the farewell benefit to Madame Harston-Love is the evening. The excellent programme arranged for the evening will be augmented by an amateur riding contest, the winner of which will be presented with a handsome trophy by the proprietress. The performances will conclude with the tiger act, in which Mr. G. Turner will enter the den to dine with the tigers and the bear. This is absolutely the last opportunity residents will have of witnessing this first-class show, and they would do well to take advantage of it.

Mr. W. H. Brown, agent for Harston's Circus, has received a letter from Captain Mitchell-Taylor, A.D.C., acknowledging receipt of \$246.70 from Madame Harston-Love towards the Bedford Relief Fund. Captain Taylor has intimated his intention of handing the money over to the Captain of H.M.S. *Tamar*, who will transfer it to the fund.

MILITARY LAUNCH COLLIDES WITH A CARGO BOAT.

COXSAIN FINED.

Before Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday, Chan Sai, the owner of a licensed cargo boat, proceeded against Lam Fat, the coxswain of the steam launch *Onphale* for disregarding the rules of the road in the harbour.

Mr. E. J. Grist (of Messrs. Wilkinson & Grist) represented the complainant, and Major Fisher appeared for the defendant. Complainant stated that on the 4th instant he was carrying cargo from the Kwong Yik godown to the A. S. *Halvard*, which was lying just opposite. Witness was at the godown, facing forward, while his feli was rowing in the fore part of the boat. In order to get to the *Halvard* he went east by the China Merchants' wharf. When off the end of that wharf he saw the *Onphale* about two boat's lengths off on his port quarter, and steering directly for him. A junk under sail was coming up from the westward, and steering about north-east. Witness did not see the launch before she appeared under the stern of the junk, and at that time he was about ten feet off the end of the wharf. The launch came on and struck his craft with her bows on his port side, under the counter. His boat broke up and sank. He shouted to the steam launch, and the *Onphale* took his crew off before his boat sank.

In reply to his Worship complainant stated that the boat did not sink, but only fill d with water. Defendant took his cargo on board the launch and towed his boat to the Army Service Corps wharf. He steered east from the Kwong Yik wharf because he wanted to get up to windward.

Examined by Major Fisher, complainant said the launch was going very fast at the time of the collision, and if it had not struck him it would have gone into the pier. When those on board his vessel saw the launch they did not throw down their oars, but kept on rowing until the collision occurred.

Defendant told the Court he was returning from Belcher's pier to Tsimehatsai when the collision occurred. The *Mama* boat, on her way out, passed about fifty yards off him. He was steering about north-east, and the junk and cargo boat were standing out from the end of the China Merchants' wharf, the junk being ahead, and on the port bow of the cargo boat. When he was about 200 feet from the latter she stopped rowing. There was another sampan coming out from the wharf, and there was no room for him to pass between the cargo boat and the wharf, so he gave three blasts and went full speed astern about ten seconds before the collision.

In reply to his Worship defendant stated that the junk was at no time between him and the cargo boat.

Cross-examined by Mr. Grist, defendant said he saw the cargo boat when about 200 feet away. It was partly obscured by the junk. He was going at half speed, and reversed his engines. It took him only ten seconds to cover the 200 feet, although his engines were going full speed astern. A man and a woman were rowing at the time.

Re-examined by Major Fisher, defendant said he had been a coxswain for two years and ten months, had been constantly employed, and never had a collision before.

Lieut. G. Tressider, R.A., spoke to seeing the cargo boat about twenty or thirty seconds before the collision. Those on board were not pulling at the time, but shouting. As soon as witness heard the shouting the defendant put his engines at full speed astern.

THE BELATED GERMAN MAIL.

Yesterday morning at daylight the German mail steamer *Kleist*, about thirty-six hours overdue, reached Hongkong, and reported having encountered a typhoon without incurring any damage. Until the steamer was within fifty miles of the Paracels the run from Singapore had been made in good weather, but then a strong wind from the north-east set in, and the barometer began to fall. Between the Paracels and Macao the *Kleist* ran into a typhoon. A sudden squall was experienced about two a.m., when the wind shifted to the north-west, but it only held for about ten minutes, when it reverted to S.E. It blew with tremendous force for about a quarter of an hour and then changed again to the N.E. Heavy seas were running and the wind blew with great velocity. This weather continued until about 100 miles south of Gap Rock, by which time the wind slackened and the rain ceased, but the heavy seas continued running till within about fifty miles of Gap Rock. Then the sea became smoother and Hongkong was reached in good weather.

An interesting feature of the experience is that for three days the *Kleist* was in wireless communication with the German cruiser *Scharnhorst* at Tsingtau, about 3,000 kilometres distant, with the German cruiser *Udolph* at Hankow, and on Thursday received inquiries from the *Asia* and the *Wingard* exchanging messages and stating what time they would reach port. The system of wireless on board the *Kleist* in the *Tafelberg*, which is said to be much more powerful than the *Marconi*.

Among the passengers on board the steamer was Mrs. Forbes, mother of the Governor-General of the Philippines, and the departure of the steamer *Zafiro* had been delayed since Wednesday afternoon for the special purpose of taking Mrs. Forbes and her travelling companions to Manila.

SUPREME COURT.

Friday, October 18th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HANZARD

(ACTING PRINCE JUDGE).

INSTALMENTS.

Kala Sing v. Noor Deen was a claim for \$127 due on a promissory note.

His Lordship (to defendant)—Do you admit the claim?

Defendant—I am the guarantor.

His Lordship—It does not matter whether you are the guarantor or not. The question is whether you owe the money.

Defendant—I am willing to pay.

His Lordship—There will be judgment and costs for the plaintiff. Do you want instalments?

Defendant—Yes, I can pay \$5 a month.

Plaintiff—His salary is \$40 a month.

His Lordship (to defendant)—You will pay instalments of \$10 a month, the first on December 1st.

CLAIM AGAINST THE ELECTRIC CO.

The case was mentioned in which J. T. Shaw claimed from the Hongkong Electric Co. the sum of \$70.50, being damages for injuries to a fan, a suit of clothes and a jacket, caused by the negligence of the defendants or their servants by knocking over a fan standing in the plaintiff's shop on July 18th, or in the alternative \$70.50, damages for trespass.

Mr. Reader Harris, who appeared for the plaintiff, asked his Lordship if he would fix a day, or perhaps he would adjourn the case for another week until they saw how the appeal case progressed.

His Lordship—I have got some twenty or thirty cases.

Mr. Harris—Before this case?

His Lordship—Yes, I will see you in Chambers about it.

TWO MOTHERS.

In an action brought by Tang Tau San against Chan Tat Wa to recover \$332, Mr. P. W. Geldring, who appeared for the defendant, said he was prepared to consent to judgment if his Lordship would make an order for instalments of \$10 a month. His client was a clerk on the railway, and had two mothers and several children.

His Lordship—These men always have large families to support. You can't get blood out of a stone, Mr. Kong Sing.

Mr. Kong Sing (for the plaintiff) said he could not very well object to instalments.

His Lordship ordered judgment for the plaintiff, and ordered the defendant to pay instalments of \$10 a month.

MAKING FAST TO INCOMING STEAMERS.

The re-hearing of the charge in which the coxswain of the Hongkong Hotel launch was convicted and fined \$25 for having made fast to the s.s. *Ernest Simon* took place at the Magistracy yesterday before Mr. E. B. Hallifax. Mr. Looker, of Messrs. Deacon, Looker & Deacon, appeared in support of the re-hearing.

Fresh evidence was furnished by Mr. Jones, acting assistant harbour-master, who stated as his opinion that a ship was under way until it was permanently made fast and the engines were rung off.

Mr. Looker pointed out to his Worship that the whole question turned on whether permission was granted.

His Worship—What officer usually gives the order for the lowering of the gangway?

Mr. Jones—In the P. and O. it is the chief officer.

His Worship—Is there no universal rule?

Mr. Jones—No. In some cases the captain on the P. and O. steamer on the bridge gives the order to lower the gangway.

His Worship—Can you speak to the practice on the French mail?

Mr. Jones—I can't.

Mr. Looker—The ordinary intimation for making fast is the lowering of the gangway.

Mr. Jones—Yes, I should say that was an intimation to come on board.

Mr. Oxberry, who was in charge of the Hongkong Hotel launch at the time in question, said the gangway was lowered to its full extent when he gave the order to the coxswain to go alongside. An officer was at the top of the ladder and he made no objection. He had no knowledge as to whether the engines were rung off or not.

The rammers of the King Edward Hotel and the Asker House Hotel gave similar evidence.

Mr. Looker in his address to the Court argued that the prosecution was taken by the police and not by the people who might have been expected to complain had any offence been committed, and said the evidence went to show that the gangway was lowered when the launch made fast.

His Worship said he must adhere to his former decision.

Mr. Looker asked if his Worship could give any indication as to what constituted the proper time for the launches to make fast.

His Worship thought the proper time was when the gangway was down.

Mr. Looker—Fully down?

His Worship—As far as to allow passengers on ordinary low deck launches to go on board.

Mr. Looker asked what about permission.

His Worship said they must wait until the gangway was down and the officer had said they were ready to receive them.

Mr. Looker—But they never say that.

His Worship—The dropping of the gangway means that.

TELEGRAMS.

[Protected by the Telegraph Message
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[RUSSIA'S SERVICE TO THE "HONGKONG DAILY PRESS"]

RUSSIAN TROOPS IN PERSIA.

A PERSIAN PROTEST RETURNED.

LONDON, November 18th.

A Teheran telegram states that in view of a report that a hundred Russian troops have crossed the frontier at Julfa, the Foreign Minister protested against the dispatch of a fresh force and the continued presence of the Russian garrisons at Kazvin and Tabriz.

A Russian dragoman, however, returned the Note in the afternoon, stating that the Russian Minister refused to accept any more protests regarding the presence of Russian troops in Persia.

THE PANAMA CANAL.

LONDON, November 18th.

A New York telegram says that 125 members of the American Institute of Mining Engineers have inspected the Panama Canal works and formed the opinion that the Canal will be finished in five years.

AN ERRONEOUS REPORT.

LONDON, November 18th.

The news of Count Tolstoy's death was incorrect, the mistake being due to the misreading of a telegram giving news of the death of Prince Obolensky and the condition of Tolstoy.

Count Tolstoy's condition is somewhat more favourable.

GERMAN STEAMER "LYDIA" FOUNDERS.

The Hamburg-America Line's steamer *Lydia*, which was wrecked at the entrance to the Heilbrunn Straits some weeks ago, was raised by the salvage steamer *Protector*, but foundered again while on the way to Hongkong. The Captain of the *Protector* reports that on the 15th instant when towing the *Lydia* towards Hongkong, and when off Chauau Bay, she sprang a leak. Every effort was made to beach her, but finally she sank in five fathoms of water near the entrance to the bay mentioned. Her masts, funnels and bridge are visible above water, but she lies out of the track of all steamers.

SOLOMON FUND.

The Hon. Treasurers gratefully acknowledge the following donations to the above fund, which has now been closed:

W. G. Humphreys, Esq.	\$25
N. J. Stubb, Esq.	25
Sir Horatio Moly	25
C. A. Tomes, Esq.	20
Vida and Davis	20
G. Hallock, Esq.	10
H. F. Carmichael, Esq.	10
H. Hancock, Esq.	10
Mrs. Shelton Hooper	10
A. H. Ough, Esq.	10
L.	10
M. T. P.	10
W. H.	10
Mrs. Bradburn Barker	5
Mrs. Jordan	5
Miss Laves	2
Previously Acknowledged	122
Total	\$349

SILK SOCKS v. WIVES.

The Rev. Dr. Humphill, addressing the seventh Church of Ireland Conference at Belfast, referred to the population problem. He was surprised at the strange reluctance of their young people to get married. What had come over their young men that they preferred patent leather boots and spats, and a fortnight's swinging about at a watering-place, and a game of billiards every evening at the Ritz, to the delights of family life? The wages of idleness of these young men would not allow both the fine clothes and the wife, so they went in for the fine clothes and let the girls pine their lives out. Better, he said, the love of a sweet and pure wife than all the silk socks and gaudy waistcoats in the world. Let them come back to the simple life. He asked them for God's sake to pitch away their tobacco, their annual cutting, their fine clothes, their club, and anything else that made an inroad upon their income and prevented them from holy marriage. (Loud cheers.)

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Nagasaki for this port on the 18th instant, and is expected here on the 22nd inst.
The N.Y.K. str. *Hakata Maru* (Bombay Line) left Singapore for this port on the 16th instant, and is expected here on the 22nd inst.
The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 18th instant, and is expected here on the 23rd inst.
The N.Y.K. str. *Ana Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 18th instant, and is expected here on the 27th inst.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and not to the business of the DAILY PRESS, and are not ordered for a period of time will be continued until cancelled.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that time the supply is limited. Only supplied in Cash.

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: Press Codes: A.B.O.
5th Ed. Lister's.

NEW ADVERTISEMENTS

NOTICE

AN OLD CLIFTONIAN DINNER will be held on December 2nd, at the Old Cliftonians who can attend and have not already been in communication with the undersigned are requested to send in their names, either to

A. G. RAVENHILL, Esq.,
Care of THE CANADIAN PACIFIC RAILWAY,
P. O. Box, 10, Queen's Road Central,
Hongkong, 19th November, 1910. [1300]

NORDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "KLEIST" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst. at 9.30 a.m. All Claims must reach us before the 29th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MECHER'S & Co.,
General Agents
Hongkong, 18th November, 1910. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

From TRIESTE, PORT SAID, SUZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship "F. FRANZ FERDINAND" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. The Steamer brings Cargo from Venice ex s.s. "Sultan," and "Metecovich" transhipped at Trieste.

Trieste ex s.s. "Korber," transhipped at Bombay. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 24th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 10 a.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst. will be subject to rent. Bills of Lading will be countersigned by SANDER, WIEBER & Co., Agents, Prince's Building.

Hongkong, 18th November, 1910. [3]

"THE BUFFS" GYMKHANA.

J. T. COL BAYARD and OFFICERS of the GYM KHANA have issued invitations for a GYM KHANA to be held on the Polo Ground, CAUSEWAY BAY, at 3.30 p.m. TO-DAY (SATURDAY), the 19th November, 1910.

All Post entries to be made to—
Lieut. SCARLETT, Hon. Secretary.

PROGRAMME.

1.—BENDING RACE.—Two races, one open to Ladies and one to Gentlemen. In heats of four. A race in and out of posts, placed in four lines, 9 yds. apart.

2.—MUSICAL POSTS.—Open to Ladies and Gentlemen. Riders to be mounted on Musical Chairs, but riders move at a sharp call following a leader, while the band plays, and ride to and hold a post when the band stops. Uprooting post to disqualify.

3.—STORY OF THE BAND.—Open to Ladies and Gentlemen in Pairs. The Competitor will be given a paper with a story printed upon it, with spaces left which will be filled up as the band plays the missing words. The pair with the most complete and correct story win.

4.—PIG STICKING.

5.—CONUNDRUM RACE.—Open to Ladies and Gentlemen in Pairs. The Gentlemen to be mounted who will then take envelopes with sealed instructions to their partners who will solve the conundrum contained in the envelope. The mounted Competitors will then race round a post and back. The winner is the lady who nominates the man who arrives first with the conundrum correctly solved.

6.—POLO BALL RACE.—In heats of four round a circular course which is marked out on the Polo Ground by posts. Open to Gentlemen.

7.—V. C. RACE.—Ride to a point indicated, dismount, pick up dummy under fire, mount, return to starting post. First past post with dummy to win.

Entries to be made to Lieut. SCARLETT, Hon. Secretary, on Polo Ground.

Hongkong, 16th November, 1910. [1287]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.
Hongkong, 29th October, 1910. [1229]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.
LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co.,
General Managers.
St. George's Building,
Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.
LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificate of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 18-100 Shares numbered 821/920

19-100 " " 921/1020
20-100 " " 1021/1120
21-100 " " 1121/1220
22-100 " " 1221/1320
23-100 " " 1321/1420
24-100 " " 1421/1520
25-100 " " 1521/1620
26-100 " " 1621/1720
27-100 " " 1721/1820

and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co.,
General Managers.
St. George's Building,
Hongkong, 16th November, 1910. [1291]

ST. ANDREW'S HALL.

SUBSCRIBERS and Guests are reminded that Reel Practice will be held in the CITY HALL from 5 to 7 p.m. on the following day:

TUESDAY, the 22nd November.

DANCING SHOES MUST BE WORN BY ALL DANCERS.

The Committee desire to draw the attention of Members and Friends to complaints lodged as to the inconvenience caused by the attendance of Children at the Practice Dances, and, in consequence, request that Children may not, in future, be brought on these occasions.

P. S. JAMESON,
Hon. Secretary.
Hongkong ST. ANDREW'S SOCIETY.
Hongkong, 5th November, 1910. [1253]

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AND

BACON

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DAIRY FARM CO., LTD.

[42]

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and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1906. [1181]

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TO LET.

On or about 1st January next.

SHOP, No. 30, Queen's Road Central.

Apply to—
THE MANAGER,
The Victoria Dispensary,
Hongkong, 10th November, 1910. [1271]

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KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MAXWELL & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 14th November, 1910. [89]

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Premises now occupied by Netherlands-India Commercial Bank.
Moderate Rental.

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Hongkong, 1st November, 1910. [1238]

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HOUSES in Observatory Villas (5 Rooms), Kowloon, Electric and Gas laid on, Tennis Court.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vœux Road, Central, 1st Floor,
Hongkong, 28th July, 1910. [874]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st November, 1910. [994]

TO LET.

NO. 3, BEACONSFIELD ARCADE.

No. 17, MOSQUE JUNCTION.
1 HOUSE in Bellies Terrace.
"EGGESFORD," No. 114, PEAK, To Let. Furnished for one year from 15th April next. SIX ROOMS.

C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished for 7 months from 1st November, 1910.

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FOR SALE.—TWO CHINESE, at Peak, commanding a magnificent view of the Harbour and Adjacent Islands.

WANTED.—A Small Furnished House, 4 to 6 Rooms, for a few months from about November, 1910, about Robinson Road level for choice.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 9th November, 1910. [91]

TO LET.

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Hongkong, 3rd November, 1910. [1250]

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Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 2nd February, 1910. [151]

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NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 49, YAMMATE, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

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Hongkong, 1st December, 1909. [790]

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Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road.

OFFICES in YORK BUILDING.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

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Hongkong, 1st November, 1910. [87]

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On or about 1st January next.

SHOP, No. 30, Queen's Road Central.

Apply to—
THE MANAGER,
The Victoria Dispensary,
Hongkong, 10th November, 1910. [1271]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MAXWELL & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 14th November, 1910. [89]

ENTERTAINMENT

HARMSTON'S GRAND CIRCUS

Location: CAUSEWAY BAY.

LAST MATINEE: TO-DAY AT 4 P.M.
Doors Open at 3 o'clock. Performance at 4 sharp. (Children Half-Price to Matinees only.)

TO-NIGHT! TO-NIGHT!!

POSITIVELY LAST NIGHT!

THE AMAEUR RIDING CONTEST
(LIMITED TO SIX ENTRIES.)

A Handsome Trophy will be presented to the Competitor making the best attempt at Standing on his feet, three times around the Arena,

aided by the mechanic.

TO-NIGHT

Grand Complimentary Benefit

MADAME HARMSTON-LOVE

Mr. George Turner (of the "South China Morning Post") will enter the Tiger's Cage and take supper with the Tigers and Bear.

N.B.—Special Trains will run before and after the Performance.

PRICES AS USUAL.

[1281]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, For Account of the COMMISSIONER, On WEDNESDAY, the 23rd November, 1910, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street.

A QUANTITY OF LINENS, &c., as follows:—

PRINTS, FLANNELS, WHITE LAUNDS, BLANKETS, TRAVELLING RUGS, TOWELS, HANKERCHIEFS, EMBROIDERIES and INSERTIONS.

LACE CURTAINS, FANCY MUSLIN BLOUSES, COMBINATIONS, NIGHT DRESSES, BABIES' FROCKS, &c., &c.

Catalogues will be issued.

On View from TUESDAY morning.

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Hongkong, 17th November, 1910. [1232]

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EXTENSIVE WATER

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Apply—
G. FENWICK & Co., Ltd.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANDBOOK REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVIEWED BY THE MEMBERS.

PRICE \$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

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A SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence.

For Sale Two valuable Ground Lots, Middle Avenue.

For Particulars, apply to—
HERBERT DENT & Co.,
Canton, 22nd September, 1910. [1106]

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AN OFFICE in Alexandra Buildings.

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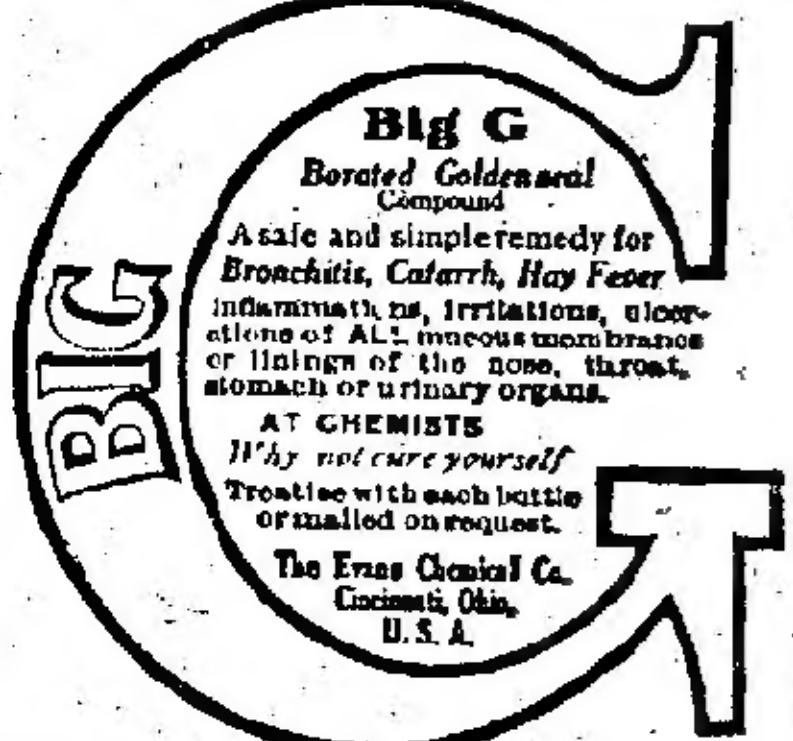
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FASHIONS AND FANCIES.

THE DURABILITY OF WHITE.

In a more economical period white was never worn out of doors, except in the summer. Lately, however, this has changed, and the ornate hue has been brought into popular favour for practical use by no less unlikely an agent than the motor car. White motor coats are, without doubt, the most popular at the moment, and it is found that, although cleaning is frequently necessary, white is quite practicable, and in some ways more hygienic. If the material be thick, dust does not show very quickly, but, on the other hand, when a certain amount of dust has become embedded in the coat cleaning becomes a necessity, whereas, with dark wraps, one is apt to go on wearing them when they contain a very filthy amount of dust which no clothes-brush can remove. White is becoming and cheerful, and the new woven fabric—"ralia"—gives to a motor coat all the chic of silk without its unpleasant fading to the touch. White coats should be boldly bordered with black or navy blue, or some such definite contrast. This makes a very effective and very smart. We have long outgrown the idea that they should not fit the figure.

WHITE AND BLACK.

The rage for white and black continues. The more startling the contrast the more fashionable the gown, and the more being using the combination for those who can stand it at all. On evening dresses it is particularly successful, as the conjunction of heavy white lace and black velvet is very picturesque, and lends itself to various bold treatments. The black is usually found on the lower part of the skirt, with a definite touch here and there on the bodice, such as a line of black velvet defining the corsage and forming the sleeves. In some cases the overskirt is very thin, and half transparent, but a good many people do not care for the effect of white over black, and an interlarding of silver and gold will then do away with the thin look of the transparent white upon a black foundation. Irish crocheted, and white even colored, or green, black velvet makes a very fashionable and beautiful gown, and I saw a well-known beauty the other day in a lovely outdoor costume of black velvet, beneath which appeared a heavy underskirt of cream-colored Irish crocheted on a crimson-colored satin foundation.

THE LONG AND SHORT OF IT.

The sartorial tailor-modes are unanimous in cutting up the flimsy as much as possible. This means proceeding in, of course, due to a reaction from the long lines of the past two seasons. Short coats with well-defined collars provide one definite line, and the trimming on the skirt frequently echoes in with another, at the height of the knees, above a plated underskirt. When overskirt and coat are bordered with two, three, four or five lines of braid, according to the degree of the moment, the effect is to reduce the danger of the Gals from their divine height, whereas for the demure woman, she almost looks like Alice when she hit the wrong side of the mushroom and her chin struck the ground, and she wondered if she was going out also. Short Skirt may, however, further accentuate her up-to-date and her lack of height by having horizontal lines on her calf and up the front of her coat, and a wide flat hat and a large handbag will stamp her—what there is left of her—as a Woman of Fashion.

FURS AND FASHION.

There is no part of a gown nor kind of costume on which fur is not likely to appear this season. After our long course of training in slenderness and straightness, we are well prepared for such a use of fur, which is apt to be a little bulky, used as a trimming, and would therefore not be suitable, except when we have all been trying to look as much like shadows as possible. If a band of lace appears upon a skirt, more especially if the skirt be a coat, it should be bordered top and bottom with fur. The fanciful circular yokes should be outlined with fur. If the bodice has a corset effect, it should be bordered with fur; and the short elbow sleeves must instead of cuffs in a line of the same royal adornment. As for muff and hats, if not entirely made of it, they must be edged with it, but so far, at least, there seems to be no indication that any fur is demodé that does not present a vision of hump as little heads and chins dangling from the skins in impossible numbers, with could only have belonged to a hydra-headed centipede.

THE MAGIC CIRCLE.

The pendant of the moment is the plaque of yesterday. That is to say, that when we see advertised the latest pendant from Paris, we may prepare for what a few months ago was "The Parisian Plaque." Latest novelty. There is no sign of diminution in the popularity of this ornament, which is almost always circular in shape, partly open-work, and of very graceful design. I have seen one representing Chanticleer hailing the rising sun, which was as light and graceful in treatment as if it had merely been of a floral design. Nearly all of them, by-the-way, are floral, but a few are of conventional pattern. The great popularity of these plaques is probably accounted for by the extravagance and almost barbarous magnificence of the jewels which a certain section of the money-d world has been wearing for a couple of years, beginning at the Opera, going on to afternoon receptions, and continuing their dazzling course till they reached to such unlikely places as Ascot and Goodwood.

THE RISE OF THE PLAQUE-PENDANT.

The gems of the ultra-sartorial became larger and larger again until they reached the limits imposed by nature upon precious stones, and then they branched out into the extreme causes of color which finally led us into the display of rubies, emeralds, and sapphires, which blazed at the astonished sun with all their many fires. This could not last, and when somebody introduced the diamond and pearl plaque, of delicate workmanship, and set with small stones, with one accord, everyone with any pretensions to good taste gladly hailed this deliverance from the Oriental epoch with which we had been overladen. Colour in these plaques is almost impossible. Some of those made in tiny pearls lightened by almost invisible diamonds are among the most graceful and charming ornaments seen for many years.

EMBROIDERY AND LINGERIE.

In some ways we are coming back to the wisdom of our grandmothers, and notably in the use of embroidery instead of lace on underclothing. Embroidery will do us lots of years and does not meet with so much fury at the hands of the laundress as even the strongest lace. The most substantial Torchon seems to rouse in the breast of the washerwoman a sort of Berserk rage, and it comes home as though it had been the plaything of some Simian infant. It is even becoming the fashion to hand-embroider one's own underclothes, and the result is that at this moment lingerie is particularly smart, and is also practical. The sole for ribbons are no more made much wider, so that one ribbon takes the place of two; thus simplicity is in many ways making its mark on our clothes; even hats are not as they have been, for which relief much thanks! The popularity of wings as hat trimming makes for a certain coherence of outline which is a great step in the right direction. A Valkyrie effect is obtained by a good many fashionable hats of the moment.—X and Z, in the Globe.

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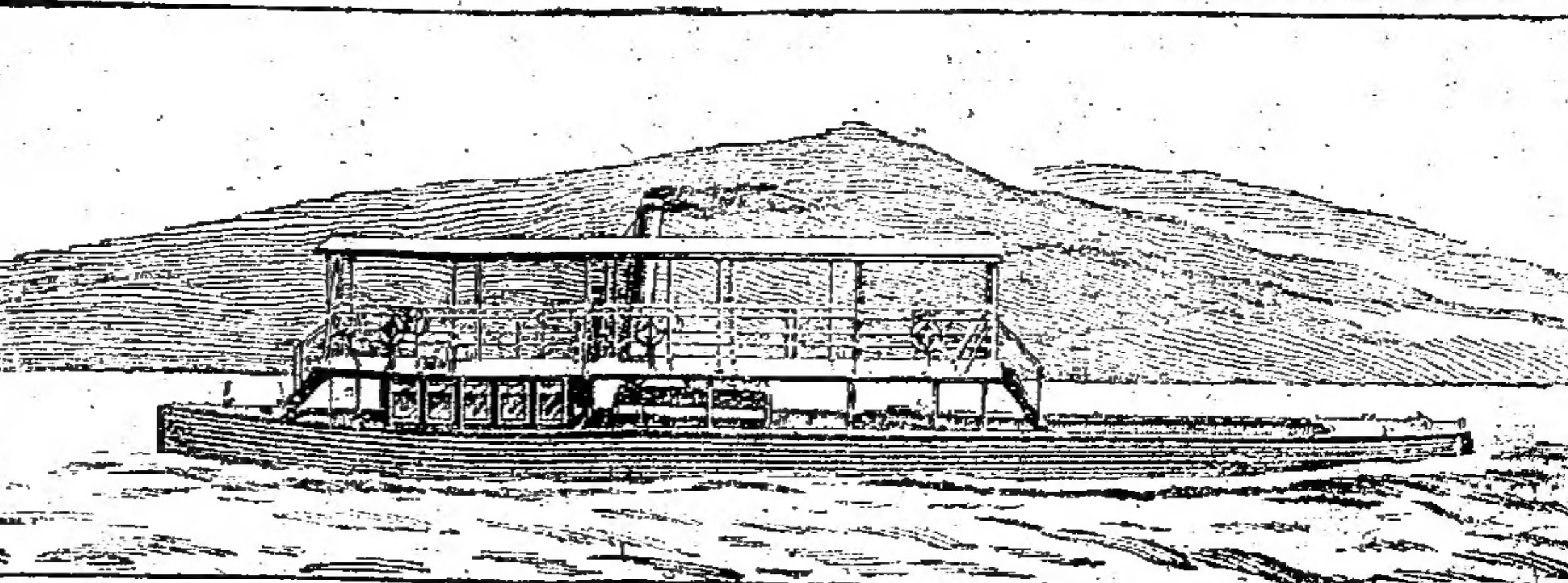
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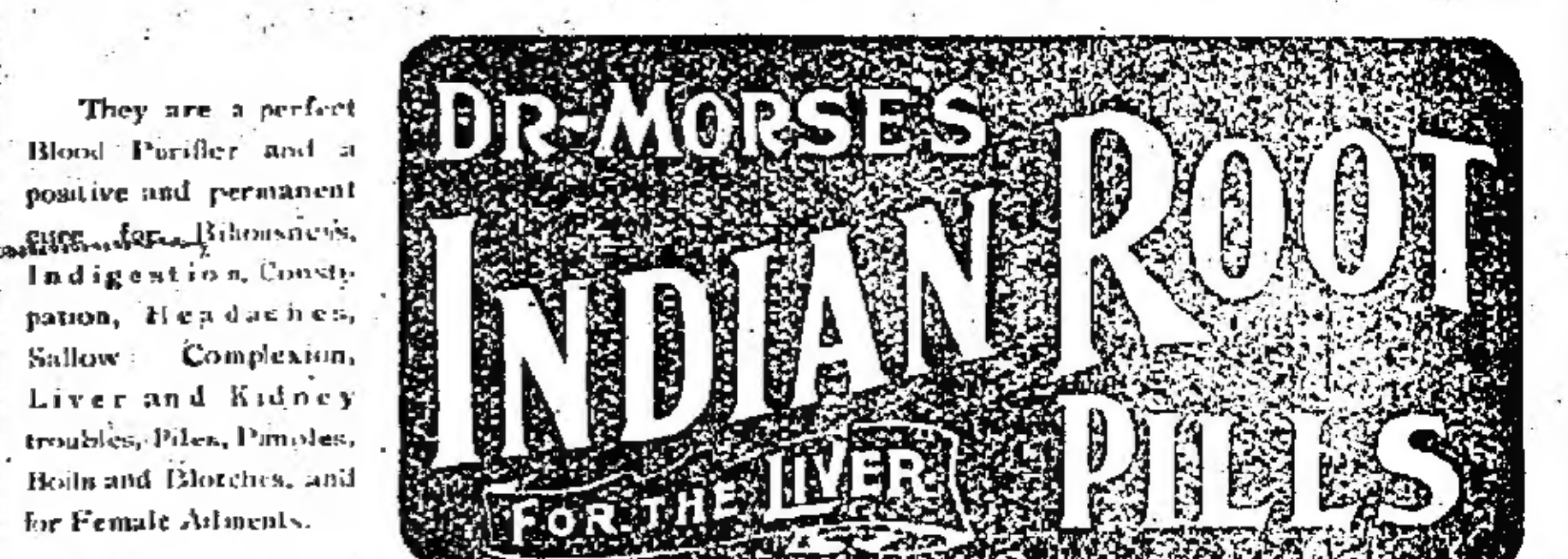
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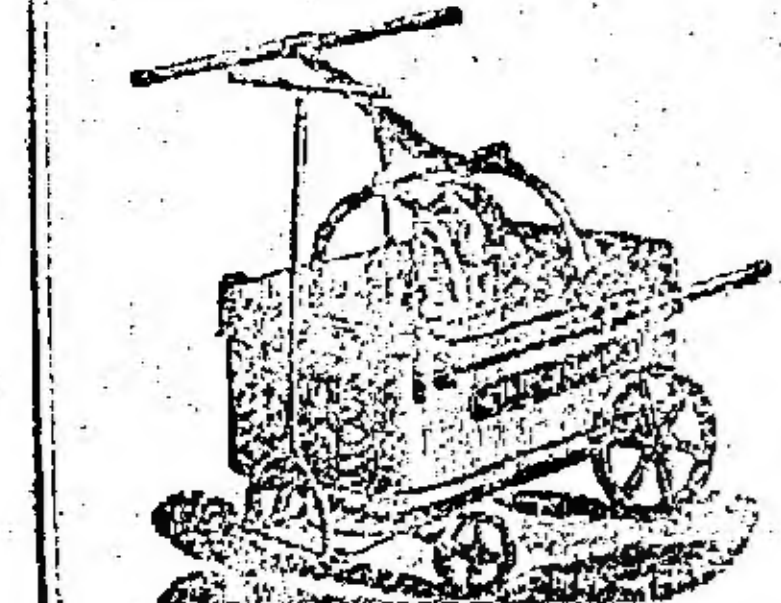
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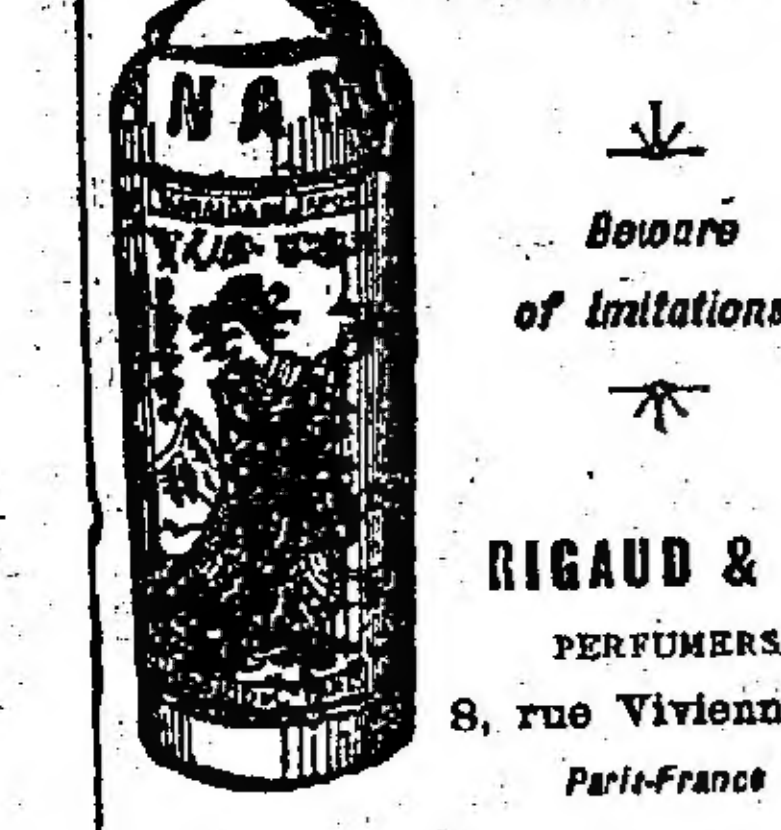
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BY
ISABEL SUART ROBSON.

"To be like Nature's sickly children in her lap."

While all the stronger brethren are at play."

Basil Wyngate read the lines twice. They stood as a heading to one of the stories in the slim grey volume which he had taken from the box of books sent him that day from the London library to which he subscribed.

The lines caught and held his attention because they so exactly described his own part in the world, and he supposed his first impulse to toss the book away. It was the work of a writer absolutely unknown to him, and Wyngate was apt to think a writer whom he did not know could scarcely have pretensions to distinction. He had wondered irritably as he took the book from the box why one so little likely to suit his literary tastes should have been sent to him. The title irritated him. "On the Threshold" and yet short of life. He recognized the quotation as from a poem of Christina Rossetti's, but as a title for a book it was clumsy. Moreover, it promised nothing which was not possible in a depressing, and his own life was grey and monotonous enough without importing fictional gloom into it.

He had opened the book at random, and his eyes had fallen on the quotation from Fitzgerald's translation of Calderon's "Mighty Magician."

It was now to him, though he was an amateur and student of Fitzgerald, the most apt and apt of all the lines of the dozen stories which made up the book, and he read on idly; at the end of an hour he was still reading, nor did he lay down the volume until the last page had been turned. Then he threw it from him with a nervous gesture, more moved than he cared to own.

It was not a powerful book, though it had held him, no reader of fiction, for three unbroken hours. The work was "amateurish" in the extreme; it was manifestly a first book and scarcely showed that amount of talent which would lead the critic to prophesy future success. Nor was it likely that any other reader would be moved by it in the way Wyngate had been. For him it interested, lay mainly in the fact that it was his own life, related with understanding and sympathy and looked at from his own standpoint. His disappointment, his unhappiness, his resentment, lived and throbbled there. For the first time in his life he had met a mind which chimed exactly with his own and saw his misfortunes from his own outlook.

And that outlook, it must be confessed, was a dreary one, though Wyngate would have declared himself perfectly satisfied with it.

Eight years before something had happened which had not only changed his whole life, but shaped his mind and altered his mental view. He came of a family whose sons had always been soldiers, and when he left Oxford Basil also had chosen that profession. His heart was in his work, and those who watched his career predicted distinction for him before many years had elapsed. At the very outset he met with an accident which blighted the high hopes he and his friends had entertained. A fall from his horse, at first disregarded, developed a serious lameness which made further military service impossible and condemned him while yet a young man to a life of inactivity.

Wyngate's friends complained that he took his trouble in the most uncomfortable fashion. He was immensely popular and sympathetic, sincere and unmeasured, loved in as soon as it was known that a hard blow had been dealt him. He rejected all sympathy and consolation simply by refusing to talk of what had happened. He was not the first by hundreds who had been called to bear like misfortune. He would not whine, neither would he pretend to resignation; he did not feel. It was a hard thing he had been called to bear; he would bear it in his own way and in silence.

He sent in his papers and disappeared from Basil without taking leave of anyone. Only a few knew where he had hidden himself during the past eight years.

From his mother he inherited a grey, dilapidated old house, built in a hollow of the Dorsetshire hills, a place remote from other dwellings, not about with ragged firs and a stretch of tangled garden, and within sight and sound of the tumbling sea. For twenty years it had stood empty save for the two old servants who had charge of it, and here Wyngate settled himself, neither seeking nor desiring intercourse with the outside world. Friends would have sought him even here, but Wyngate did not encourage visits. He made no attempt to find a new career, though there was much left which he might have done. He simply stopped out of the arena, gave up once for all the battle of life.

To every "yes" of his, a stern "no" had been said. Well, henceforth he would be merely a spectator of the great game men called life, not a player, he told himself, forgetting that, whatever a man's disabilities, only with life can he cease to owe some debt of love and service to his fellow men.

For eight years he had lived at Hurling, and had even persuaded himself that he was content with his hermit life, if not actually happy. It was fortunate that, that, though a soldier by choice and training, he was also a student and book-lover. Those who knew him at Eton and Oxford used to say that the army had robbed the world of letters of one who would have gone far. It was to books Wyngate turned for companionship in these lonely, monotonous days.

In harmony with his resolve to be "merely a spectator of life" he had recently approached any inclination towards authorship, but he read much and wisely. There was scarcely a book of any importance which did not find its way to Hurling; not a question of social interest, political or scientific, which he did not ponder and settle in his own mind.

And, he told himself contemptuously, he had neglected, on this particular evening, a boxful of such books for the slim volume of stories which, were he a conscientious reader, he would not recommend to any reader. He applied a dozen uncomplimentary adjectives to the book, yet he carried it to his bedroom that night and stretched out his hand for it when he awoke in the morning. He would not own to himself why it haunted him, and yet deep down in his heart he knew. Something in the odd, half-foreign, penetrating, the tender, wistful imagery, the unexpected turn of a sentence, brought back to him as nothing else had ever done, the memory of a woman he once had known, with whose memory was bound up the one romance of his young life.

As he lay in the grey light of the March morning staring through the curtained window, it all came back to him, with the clamour which, all life long, clings to one's first early dream of love.

He had been quartered at Simla, and the station had so often been more gay than the town. Looking back, life there seemed like that of another planet. Happiness! How lately he had felt it, how confidently he had hoped for it! And he had had every reason to hope; he was as sure of that now as he had ever been. But for that disastrous accident his dream might so easily have

found its fulfilment. It came before he had found the fitting time to speak; he was ill for weeks, when he got about again Helen Summerson and her mother had left Simla for Europe.

He might have written to Helen, and at first he almost made up his mind to do so. He felt that she must have expected a declaration of the love he had made no attempt to conceal. Yet how could he offer her, with her youth and beauty, the main chance of life which was all that now remained to him? He knew her well enough to understand that she would not hesitate at that account if he had already won her heart. That he was helpless and suffering would but prove another claim in her eyes. Yet to ask for her love would be the act of a poltroon. She was young, barely twenty; she was rich and admired; he was only one of many suitors. He would not write. It was scarcely likely that they would meet again, unless he deliberately sought her. Shut up in his lonely house in Dorsetshire, there was scarcely a chance that their paths would cross. His loved her; all he could do for her was to slip out of her life.

Yet to-night, feeling how little he had himself forgotten, Wyngate found himself wondering whether Helen ever remembered those golden hours at Simla when friendship hovered on the verge of love and nothing was wanting but the word to be spoken which made them one.

Those who know anything of the invalid and the solitary know how tenaciously they cling to strange fancies, one or two, which they cling to with a desperate and unyielding tenacity, and with a fervour and enthusiasm the weakest of us can hardly understand. A second pursuit of "On the Threshold" produced in Wyngate a growing irritation at its numerous faults. His own critical faculties were highly developed, and he possessed an exquisite taste. He felt that the book possessed beauties he had not at first perceived, and, above all, truth, but it abounded in faults of style and diction. Before the day was over he had made up his mind to write to the author and point out these faults, advising her at the same time how to make good the work they so seriously marred. That was a writer was a woman he felt sure, and he was not a young one; he was still more sure that she would not take the criticisms he offered amiss.

He posted his letter and waited the reply with an impatience which was certainly at variance with the attitude of aloofness he had prided himself on maintaining hitherto towards everything not strictly personal. Some days passed before the reply reached Hurling. Wyngate had addressed the author at her publisher's; this was dated from Munich. He was annoyed to find it typewritten. A woman who typed her private letters he demanded in her sex. The substance of the letter did not disappoint him. There was pleasure that he should find her book so well worth attention as to have allowed him to discuss its faults, and thanks that he should have done her the justice to believe that she desired nothing so much as to mend them. She enclosed another story, and asked his opinion upon it. The letter was signed "Michael Heritage," the name which stood on the title-page of her book.

Wyngate read the story, and sent the author a careful and by no means lenient criticism of it, though "to keep his fingers out of other's affairs" was part of the code he had drawn up for his own conduct. Yet he had not forewarned kindness. He pictured her poor, struggling to gain a footing in the hardest and most precarious of all professions, gifted, and yet with gifts which were never likely to win her popular favour, for the public cares little for its minor singers.

Three weeks later came another letter from Munich, asking permission to send a volume of it, the beginning of a correspondence which made that summer and the winter which followed different from any Wyngate has spent at Hurling. Without foregoing the habits of the solitary life he was forging an interest in the outside world which was daily growing in strength.

Little by little he learned a great deal about the woman whose literary adviser he had constituted himself. She was younger than he had thought, barely eight-and-twenty, and wealthy, though like himself, without near ties of home or kindred. "It was this," he told himself, that drew them together; both knew what it was to suffer, to be alone.

There were few subjects they did not discuss in this strange correspondence. The fact that they might have met in a crowd and not recognised each other, Wyngate thought, gave freedom to their pens. At first he had resolved to tell her nothing of his own life or opinions, but he found it impossible to resist the temptation. He was formed of him as of a man old, a safe repository for confidences; still, less did he wish to reveal anything which might make him an object of compassion.

There came a time, however, when to keep silence concerning the reasons for his deliberate withdrawal from the world seemed to be an act of injustice to himself. His sensitive mind rebelled between the lines of the letters which now came with regularity from Munich a faint voice that he should be doing nothing in the world of art and literature, that he should be holding entirely aloof from the life of men of his own rank and intelligence, a vague reproach that he should be content to be a mere watcher of the work of others.

There was one letter in which she wrote with wistful tenderness of the debt every man and woman, whatever his or her weaknesses and failing owes to humanity, the debt of love and service.

Wyngate read the letter again and again. In harmony with his faith in his own philosophy. Was she, after all, wiser than he when she said that a man has no right to declare all is over for him because his private ambitions are frustrated?

He wrote then and told her the sorry story of his past, leaving out nothing, not even that love-dream which was never anything more than a dream, and he described for her frankly the life he had lived during the last eight years. He replied with an intuition that the expected letter in England early in the spring, and that she desired to see him.

Lying on his couch in the firelight on the March evening on which this letter came, Wyngate was conscious that there was nothing he desired more than to see "Michael Heritage." His thoughts went back over the years since she came into his life, that empty life which had so surprisingly filled him, that only just realizing that she was not only filling it but shaping and moulding it into something new and more human. She had made him ashamed of the sham philosophy of which he had once been secretly proud; she had taught him that there was work he might do and which he would at his peril leave undone.

To own so much as this was to be near loving the woman who had worked the miracle, and staring into the cheerful wood-fire, he told himself that for the fact of his disabled life, for that love dream of long ago, he would have begged this woman who was so lonely as himself to come and share his home.

In some strange untold way it was "Michael Heritage" herself who stood in the way when he tried to put her before the girl he had loved years ago in Simla. She interested

him, she had given him a new and absorbing interest in life, she had made him a better man; but he never read a line she wrote or fingered a book with her name on the title page without being reminded of that summer in Simla, and the voice, the face and the charm of Helen Summerson.

He had what he termed with a faint smile "a tiresome talent for Hurling." While the memory of that grave beautiful face, those sweet, starlike eyes, that voice like a bird's, had power to stir his heart with wild passionate longing, he had no right to speak of love to another woman, least of all to the woman who wrote "On the Threshold," and the "Songs of a Lonely Heart." Friendship, however, he had the right to offer, and to see her in his home, and he answered her letter with an invitation to come to Hurling as soon as her business in London was satisfactorily settled.

Two weeks later he had heard that she had reached England, but her visit to Hurling was delayed first by business with her publisher, then by the coming of friends from India, then, for one reason and another, until Wyngate grew restless and angry. He told himself impatiently that she was deliberately putting obstacles in the way of their meeting. Something of his irritation may have crept into his letters, for suddenly "Michael Heritage" wrote announcing her arrival later in the day.

Wyngate sent a carriage to Melchester to meet her. He had looked forward to driving her back to Hurling himself, but at the last the habit of the recluse, that sensitiveness to his disabilities which solitude had encouraged, made him decide to await her within his own four walls.

It was such a day as he would have chosen for her coming. Spring was abroad through all the land with a warmth which was the forerunner of summer. Even the dispirited old house on the Down looked less grim and grey than usual. The perfume of a lilac bush a few feet from Wyngate's window was mingled with the fainter odour of yew and homely stocks. The twilight had fallen over the long garden, and the young crescent of the moon was just rising above the shoulder of the hill. Wyngate sat listening for the sound of carriage wheels which were bringing the visitor, restless, almost apprehensive. Throughout the day he had worried himself into a state of nervousness which culminated in something like a regret that he had so far deviated from habit as to send that invitation.

The day was over now; any moment the carriage might turn in at the white gate. Twice he got up to meet it, and then went back to his chair. There was something appropriate in meeting "Michael Heritage" first in the quiet dusky room where he had opened that little book which had proved a link between them. Like many another solitary student, the appropriate and congruous had become almost a fetish to Wyngate.

He was too near love not to have drawn a mental picture of "Michael Heritage," the grave-eyed woman of sick-room experiences, of tender understanding of the subtle troubles of life, of sympathy with what the world would term morbid fancy and reprehensible weakness. She would certainly not wear the blushing bloom of youth, the unlined face which tells only of untroubled days. She would possibly have no pretension to beauty, though she must have the charm of goodness and intellectual power. He wished he had asked her for a photograph. He would not then have felt that uncomfortable sense of feeling one who must be something of a stranger despite the close correspondence of twelve months.

All at once the door opened and someone came softly over the carpet, a tall woman, wearing a long grey travelling cloak and a veil pushed back from her hat. Wyngate looked at her dumbly. His fancy had not pictured her like this, but at the sight of the small oval face, the grey long-lashed eyes, the firm mouth, he dropped back into his chair, gripping the arms and cursing the weakness which robbed him for the moment of that for which he was at that hour of meeting, for what he was, a cripple, a man never again to be by other men, that was his fate.

"Helen! You! You cannot mean..."

She dropped on her knees by his side, her hands on his.

"Was it wrong to play such a trick upon you?" she asked, laughing tremulously. "I hope you will understand."

He looked at her with wonder in his eyes. She was surprisingly young still. She looked the most slip of a girl at six, she knelt there, her head thrown back, the lamplight on her lovely, mobile face.

"How can it be wrong when we have learned to know one another as we could never have done in any other way?" she asked wistfully.

"You would never have allowed us to meet at all, Basil Wyngate; from the first, when you did not write, I felt that you meant our lives to drift apart."

"You cared? You remembered?" he asked hoarsely.

"I didn't want to forget to join your yearning and anxiety to my spirit life."

"You cared, and only the more that your life was, as you thought, utterly spoiled. I never understood until your letters told me why you went away without a word. It was a mistake, but of mistakes we, if we will, may wear a blessing. All this year we have been learning to know each other as few lovers ever do. One can say so much on paper that lips never dare to utter. When your first letter came, that one speaking all sorts of fault with my poor little fiction, 'On the Threshold' had been dead just a year. I have many friends, but no one who can claim kinship with me. The temptation to let you go, if you were somehow in touch with you, was not to be resisted. I wrote that book out of a sore heart, missing my mother and longing for you. There was a thought of you in every line, Basil, but I little guessed that it would ever bridge the silence which had fallen between us."

"What wonder that in some inter-galactic way it always spoke to me of you?" said Wyngate.

"It was that with kept me loyal to you dear, even when I most wanted to love 'Michael Heritage.'"

He drew her to him. There was now no rivalry between the old love and the new. The man's lonely, dwarfed life was over and the future no longer stretched before him. A straight, dusty road to the grave. The hand of the woman he loved was in his, the hand which had already drawn him from his selfish aloofness from life and its duties. Together they would achieve much, together find a happiness. They were "On the Threshold," but life was to be bright and purposeful, though one of them must still live "in Nature's lap."

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15/ paid	Alor-Porosa	1.3.3	60%	2/ paid	Malacca Ordinary	7.1.0	
2/ fy.	Anglo-Johore			2/ fy.	Merlimau	4/3	
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fy.	Banteng	10.10.0	70%	2/ fy.	North Hammock		10% int. '09
fy.	Batu Caves			2/ fy.	Padang Jawa	5/6	
fy.	Batu Kawan			2/ fy.	Pandian Johore	2.14.6	125% '10
15/	Batu Tiga	4.10.0		2/ fy.	Patah		
fy.	Beruang Selangor			2/ fy.	Pejabat (Johore)	7/6	424% '00
2/ fy.	Bernam Perak		3%	10/	Penciri Est.		10% '09
15/	Do. Ordinary			12/6	Prye		
fy.	Bidor			12/6	Ratanuf	3/6 pm	
12/6	Blands Selangor			fy.	Rembia		
2/ fy.	Bukit Choh	2.2.6		2/ fy.	R. Est. of Krian		
fy.	Bukit Kajang	1.17.6pm		15/	R. of Johore		
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2/ fy.	Kampung Kuantan	4/9 pm		5/ paid	Anglo-Straits R. T.		10% '10
2/ fy.	Kamuning "A"			Options	Eastern Internat. Trust		
2/ fy.	Kapar Para	0.15.0	20%	Options	Mid-East Invest		30% '09
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2/ fy.	Kinta Kelias		334%				
2/ fy.	Klang						
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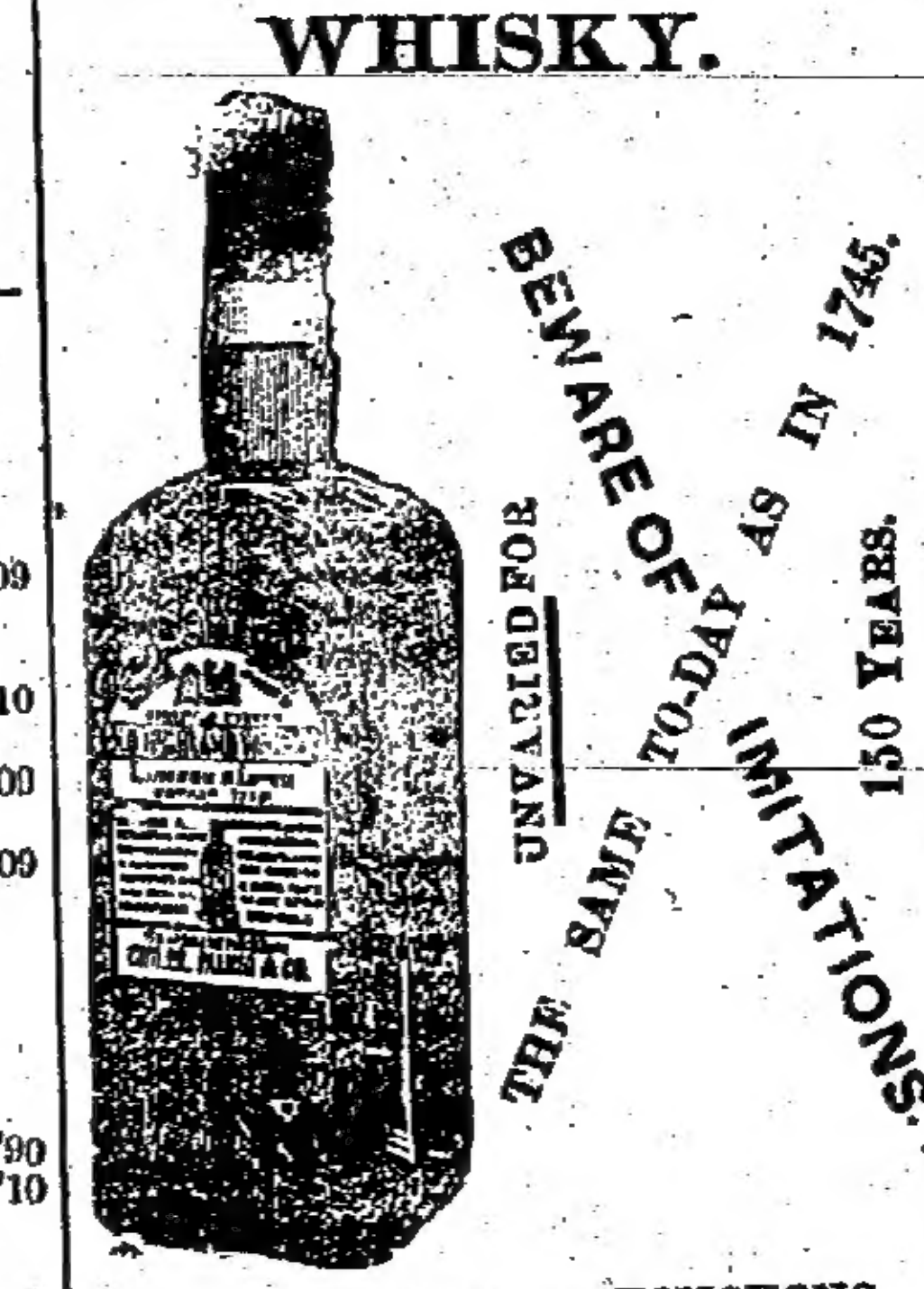
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having arrived, Consignees of Cargo are hereby
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the Hongkong and Kowloon Wharf and
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obtained.
No Claims will be admitted after the Goods
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to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
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Bills of Lading will be countersigned by the
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Hongkong, 6th March, 1907. [38]

SINGON & Co.

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1535]

MEN-OF-WAR ON THE CHINA
AND JAPAN SUMMIT.

BRITISH
Alcorcy, despatch-boat, 700 tons, 4 guns,
2,000 i.h.p., Act-Comdr. F. H. Noble,
R.N., Shanghai.
Astron, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 i.h.p., Captain E. B. Kiddie,
Shanghai.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,
Master, B. West, Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p. Lieut.
Comdr. B. G. Washington Shanghai.
Britannia, gunboat, 710 tons, 900 i.h.p., Lieut.
Comdr. E. H. Donovan, Weihaiwei.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,
i.d., Comdr. H. Lynes, cruising.
Cherub, water tank and tug, 320 tons, i.h.p. 340,
Master, W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400,
Comdr. H. R. Vesle, cruising.
Fame, torpedo-boat destroyer, 340 tons, 6
guns, 5,700 i.h.p., Lt-Comdr. C. B. Land,
Hongkong.
Flora, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 i.h.p., Captain J. Nicholas,
cruising.
Handy, torpedo-boat destroyer 295 tons, 6 guns,
4,000 i.h.p., Lieut-Comdr. B. J. D. Gay,
V.C. Amoy.
Hart, torpedo-boat destroyer, 295 tons, 6 guns,
4,000 i.h.p., Lieut-Comdr. H. S. Monroe,
Amoy.
Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 i.h.p., Lt-Comdr. G. C. Heathcote,
Amoy.
Kent, armoured cruiser, 9,800 tons, 14 guns,
i.h.p. 22,000, Capt. R. St. J. Farquhar,
Hongkong.
Kinchin, river gunboat, 615 tons, i.h.p. 1,200,
Lieut-Comdr. T. J. S. Lyons, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
i.h.p., Capt. F. G. Learmonth, Kidat, B. N.
Mindoro, armoured cruiser (flagship Vice-
Admiral Sir A. L. Wintles, K.C.B.,
C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000,
Act-Capt. A. Lowndes, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, i.h.p.
22,000, Captain H. L. P. Heard, cruising.
Mooreen, river gunboat, 180 tons, 2 guns,
i.h.p. 800, Lieut-Comdr. G. P. Leith,
Hongkong.
Nightingale, river gunboat, 65 tons, 240 i.h.p.,
Lt-Comdr. C. J. L. Wintles, Hongkong.
Other, torpedo-boat destroyer, 385 tons, 6 guns,
6,300 i.h.p., Comdr. Lamb, Amoy.
Robin, river gunboat, 65 tons, 2 guns, 240 i.h.p.,
Lieut-Comdr. W. C. Lucas, Canton.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
i.h.p., Lieut-Comdr. E. J. J. B. Southby,
Canton.
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p.,
Lieut-Comdr. John Michael Barker, Yang-
tze.
Taku, torpedo-boat destroyer, 305 tons, i.h.p.
5,000, Gunner E. J. Trillo, B.N., Hong-
kong.
Tamar, receiving ship, 4,650 tons, 6 guns,
Commodore Byres, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800,
Lieut-Comdr. R. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 i.h.p., Lieut.
Comdr. M. E. Ballie, Hamilton, en route to
Shanghai.
Vivago, torpedo-boat destroyer, 395 tons, 6 guns,
6,200 i.h.p., Lieut-Comdr. C. B. Land
Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p.,
Lieut-Comdr. R. L. Hancock, Straits
Settlements.
Whiting, torpedo-boat destroyer, 360 tons, 5
guns, 5,900 i.h.p., Lieut-Comdr. G. B.
Hartford, Hongkong.
Widgeon, gunboat 195 tons, 2 guns, 800 i.h.p.,
Lt-Comdr. M. H. Wintles, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p.,
Lieut-Comdr. B. E. Brooks, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 i.h.p.,
Lieut-Comdr. G. F. A. M. M. M. M., Yangtze.

AVERAGE MARKET PRICES.

November 17th, 1910.

The Prices are given in Dollar Cents.	November 17th, 1910.
For the Month	
For the Week	
For the Day	
For the Hour	
For the Minute	
For the Second	
For the Third	
For the Fourth	
For the Fifth	
For the Sixth	
For the Seventh	
For the Eighth	
For the Ninth	
For the Tenth	
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For the Fifteenth	
For the Sixteenth	
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For the Twenty-eighth	
For the Twenty-ninth	
For the Thirtieth	
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For the Thirty-second	
For the Thirty-third	
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For the Thirty-sixth	
For the Thirty-seventh	
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For the Thirty-ninth	
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For the Ninety-ninth	
For the One-hundredth	

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Mr. J. Ackeron	Mr. J. H. Little
Mr. & Mrs. G. D. Adams	Mr. A. L. Little
Miss M. Adams	Mr. G. D. Lloyd
Mr. J. I. Andrew	Mr. W. Logan
Mr. J. H. Backhouse	Mr. & Mrs. C. H. Magnum
Mr. David Baird	Miss K. A. Massey
Mrs. Birdall	Mrs. P. Megie
Mr. A. A. Bonny	Mr. R. J. Northcott
Mr. & Mrs. R. Breaker	Mr. A. H. Moulden
Mr. G. Brown	Mr. M. F. Murray
Mr. A. C. Bunt	Mr. & Mrs. P. D. Northcombe
Mr. P. O. Carleton	Mr. Y. d'Oettington
Mr. F. T. Chapple	Mr. E. Polot
Mr. W. E. Clarke	Mr. & Mrs. H. B. Ford
Mr. A. S. Cobden	Mr. C. C. Potts
Mr. J. W. Crossland	Mr. E. H. Ray
Mr. W. Lewis	Mr. R. K. R. R. R.
Mrs. & Miss C. E. Ferguson	Mr. H. H. R. R.
Mr. W. N. Finlayson	Mr. & Mrs. A. D. Spalding
Mr. H. G. Fisher	Mr. J. Spittles
Mr. V. Goulbourn	Miss A. Square
Capt. T. P. Hall	Mr. & Mrs. O. E. Stainer
Mr. T. L. Harris	J. N.
Mr. & Mrs. C. F. Hendrie	Mr. F. W. Sutterlin
Mr. & Mrs. E. and M. Hendrie	Mr. & Mrs. H. H. Swift
Miss Hendrie	Mr. T. L. Swope
Hon. Mr. & Mrs. E. A. Hoett	Mrs. Taylor
Mr. H. L. H. Hior	Mr. & Mrs. M. L. Thompson
Mr. P. M. Hodgson	Mr. W. A. Verschoor
Mr. H. H. Innes	Mr. H. Weiss
Mr. S. Hough	Mrs. L. J. Weeks
Mrs. C. M. Jack	Mr. & Mrs. H. H. White
Mrs. J. F. Keeley	Mr. A. Wigley
Mr. L. A. R. King	Mr. & Mrs. J. H. Withington
Mr. W. Krom	Mr. G. G. Wood
Mr. & Mrs. J. Lamprecht	Col. B. B. Woodward
Miss F. Lamprecht	
Miss Lamprecht	
Miss A. Leigh	

KING EDWARD HOTEL.

Comdr. & Mrs. Acton & maid	Mr. J. F. Macgregor
Mr. E. Arndt	Mr. & Mrs. O. D. Mordell
Mr. F. Bevington	Master Mandell
Dr. Black	Mr. & Mrs. J. M. Matfield
Capt. & Mrs. Bremer	Mr. J. A. Meyer
Mr. W. F. Brewer	Mr. Wm. Pittendrigh
Mr. & Mrs. E. L. Chapman	Mr. G. Saebie
Mr. & Mrs. C. E. Cooke	Miss K. Saebie
Mr. & Mrs. D. Donnelly	Capt. & Mrs. Thulsten
Mr. J. G. S. Gaudon	Mr. A. L. Shields
Mr. C. I. Gorman	Mr. R. D. Stewart
Mr. H. Hoffman	Mr. & Mrs. Tibbs
Major and Mrs. F. J. Hunter	Mr. B. Webb
Mr. & Mrs. C. H. Hyde	Mr. & Mrs. E. A. M. Williams
Mr. & Mrs. F. N. James	Mr. J. W. Wilson
Mr. & Mrs. A. C. Logan	
Consul J. M. Macdonald	

ORIENTAL HOTEL.

Mrs. Arnold and child	Mr. W. McKay
Mr. J. Bolton	Mr. W. Pringle, Jr.
Mr. & Mrs. H. Brown	Mr. & Mrs. J. Schluter
Mr. & Mrs. A. B. Crow	Mr. F. M. Schroder
Mr. & Mrs. D. Dunn and child	Mr. Shand
Mr. T. P. Ivors	Mr. W. Silky
Mr. and Mrs. R. D. Johnson and child	Mr. F. S. Sturge
Dr. F. Kort	Capt. and Mrs. A. H. Stewart
Mr. H. Klein	Mr. A. P. Storrer
Mr. W. G. Lawson	Mr. H. Sutcliffe
Mr. C. L. Lovick	Mr. R. Taylor
Mr. & Mrs. Margoff	Mr. G. H. Wilson
Mr. F. H. McDonald	

HONGKONG TIDE TABLE.

From November 19th to 25th, 1910.			
High Water.		Low Water.	
Day	Time	Day	Time
Sat. 19	11.40	Sat. 19	5.47
Sun. 20	12.14	Sun. 20	5.14
Mon. 21	12.48	Mon. 21	4.41
Tues. 22	1.22	Tues. 22	4.08
Wed. 23	1.56	Wed. 23	3.35
Thurs. 24	2.30	Thurs. 24	3.02
Fri. 25	3.04	Fri. 25	2.29

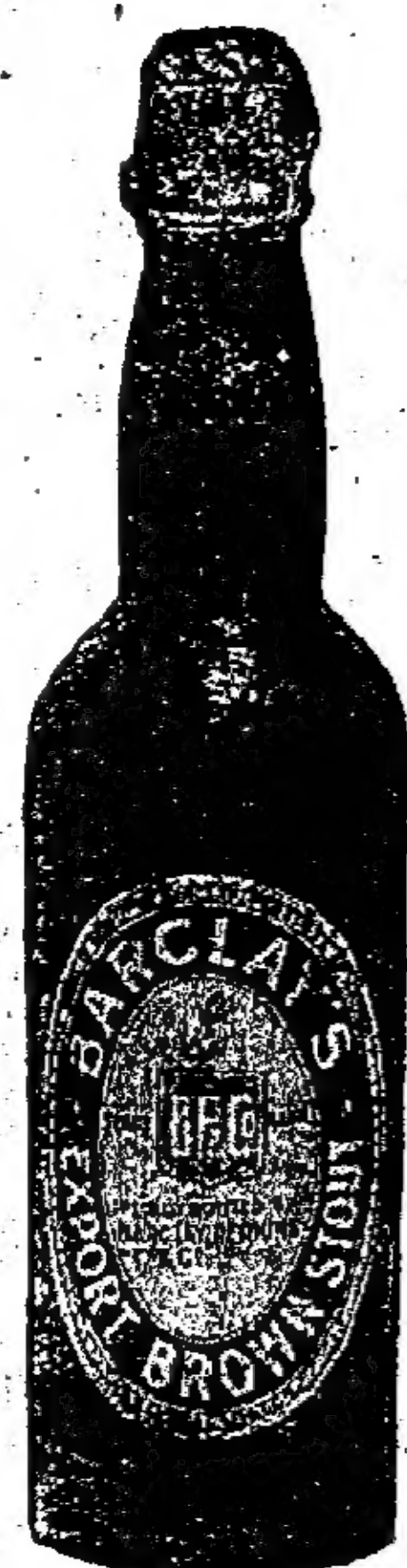
HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 18th.			
Barometer	80.24	80.55	80.24
Thermometer	59	63	62
Humidity	87	45	87
Wind Direction	North	North	N
Force	3	2	2
Weather	sq	0	0
Rain	—	—	—

Highest open air temperature on 17th.....60

Lowest open air temperature on 17th.....54

BARCLAY, PERKINS' FAMOUS LONDON STOUT.



The Leading Brand in ENGLAND.

The best that can be obtained.

SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA: DADY BURJOR & Co. Wholesale Wine & Spirit Merchants.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES.

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 40 years' reputation, and is today more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—IT CURES SKIN AND BLOOD DISEASES PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, ECZEMA, BLOOD POISON, ULCERS, SKIN AND BLOOD DISEASES, AND SORES OF ALL KINDS. It is a safe and permanent remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE.

This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value. Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 48 Bridge Street Row, Chester, writes:—"Just a line in favour of Clarke's Blood Mixture. I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of my faith in your wonderful 'Clarke's Blood Mixture.'—June 11, 1905.

Sold by all Chemists and Patent Medicine Vendors throughout the World.

CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores—KOWLOON BOOK STALL, Ferry Wharf Messrs. H. RUTTON & SONS, Kowloon Store, No. 36, Haiphong Road. Messrs. HUNG CHEONG, Haiphong Road. Mr. AH YAU, Hongkong Ferry Wharf Stall.

INDENTURED CHINESE LABOUR IN THE STRAITS SETTLEMENTS.

VIEWS OF MR. W. D. BARNES.

Mr. W. D. Barnes, British Resident, Pahang, and lately Secretary for Chinese Affairs, wrote the following notes, which were published as an appendix to the report of the Commission appointed to enquire into Indentured Labour in the F.M.S. and laid before the members of the Federal Council recently:—

The early development of the Straits Settlements and Federal Malay States was, to a great extent, effected by indentured Chinese labour imported by Chinese capitalists. The system led to gross abuses.

An early as 1893, when I was first in Perak, the system of working mines by indentured labour was breaking down. As communications were improved, it was increasingly difficult to prevent absconding, and the number of small mines largely increased. The present condition of the mining industry is far healthier and sounder than when it was in the hands of a few capitalists employing labour, which was indentured in the sense of not being free to leave the mine until the next yearly or half-yearly settlement.

In agriculture, indentured Chinese labour—i.e., sinkho labour—is practically confined to the sugar industry in Perak and Province Wellesley, and to the employment of contract labour on tin mines in Malacca. I have no figures available, but it is undoubtedly the employment of indentured labour has diminished greatly in recent years.

In my opinion this diminution is a matter for congratulation. A planter, of course, prefers indentured labour, because it is more completely under his control, but no body of employers, whether European or native, can be trusted to employ indentured labour in places where their labour is consistently respected by Government officers. In Province Wellesley the place of the Chinese sinkho employed on sugar estates has been taken in some cases by free labourers, but in many others the estates have been broken up and are now occupied by free settlers.

I do not think that any serious injury would be inflicted on any industry if the law refused to enforce a contract of service for a period of more than six months or for more than 150 days work, and such a law would do much to prevent abuse. I would not oppose an even greater reduction in the maximum term of a contract, pecuniarily enforceable.

I do not think that any great extension of the contract labour system is possible. The southern Chinese are keenly opposed to it, and the premium paid by the Dutch Government for men to work on their tin mines in Banka is so high that all available sinkhos are sent there, and few are available for estate work at the prices which estates can afford to pay.

What is, I think, possible, and what I should like to see, is the application of the "kangany" system to Chinese labour. On these lines an enormous extension is possible. It is one by which the Chinese themselves import all labour employed on mines. The employer sends a man whom he knows and can trust to China with funds, and this man brings down a batch of friends and relatives who work for the employer until they have paid off the money he has expended upon their passage, etc. The whole system is as devoid of legal sanction as is the "kangany" system devised by the Selangor and Negri Sembilan European planters. In the eyes of the law the men are free from anything but a verbal contract, terminable by a month's notice.

I feel sure that the rubber planters could work up a system whereby Chinese whom they know or who could give security for advances made them would bring down their friends, relatives and fellow-villagers on contracts to do, say, 60 days' work for their food and 5 cents a day wage. With food at 20 cents a day, the 60 days' work would cost the employer about \$15; the wages at present rate would be worth about \$30; the balance, \$15, would be available to pay the cost of passage from China and a small commission of, say, 22 a head payable to the recruiter on completion of the 60 days' work.

In this connection I would state:—(i) That the rubber planters would make a great mistake if they try to do two things at once—viz., obtain plentiful labour and obtain cheap labour; if they exact onerous terms they will get very few men; if they are liberal, they will get plenty.

(ii) A Chinese sinkho will not be tempted to sign a long term of contract by the offer of high wages; a short term of contract with bare pocket money will be more attractive.

(iii) In the case of nearly every sinkho recruited by a professional recruiter deceit is practiced, and a system of recruitment based on deceit is obviously not capable of definite extension. What if planters should do as is to get in touch with the ordinary villager, and this they can only do through his friends and relatives.

(iv) The just manager of a decent estate need have no fear that sinkhos brought down on short term contracts will leave as soon as the term expired. Why should they leave the only place they know and that where their friends are living?

(v) A bad manager, or the manager of an unhealthy estate, will always have to pay more for labour than a good manager with a good reputation.

(vi) The "kangany" system will not, of course, greatly help the unknown manager of a new estate. We can sell applicants land, but we are not in a position to guarantee them a labour supply.

(vii) The whole system of sinkho labour in the Straits is regarded in South China as a system of slavery, the victims of which are invariably kidnapped. The planters, if they wish to obtain an ample supply of Chinese labour, must secure clear of the professional recruiter and make their contracts as different as possible from those now in use.

WEATHER REPORT.

On the 18th at 12.05 p.m.—According to observations received from Quinhon this morning, the typhoon entered the Annam coast near that port last evening.

Pressure has increased considerably over the Sea of Japan, and slightly to moderately elsewhere.

The northern depression is moving away over the Pacific to the N.E. of Japan.

The anti-cyclonic area, which is still central over the continent to the North of the Yangtze valley, continues to spread Southwards and Eastwards.

Strong monsoon gales may still be expected over the Formosa Channel and the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood. N. to N.E. winds, fresh; fine. Formosa Channel. N.E. gale. South coast of China between N. to N.E. winds Hongkong and Lemoeka. strong. South coast of China between Same as No. 3. Hongkong and Hainan.

RHEUMATISM FOLLOWS FREQUENT WETTINGS.

GOVERNMENT EMPLOYE IN JAVA AFTER MUCH SUFFERING CURED BY DR. WILLIAMS' PINK PILLS.

Like a good many more people living in the Tropics, Mr. E. Opitz, a Government "Magazine Master" at Tjilatjap, Java, was none too careful of his health in days gone by, and disregarded the danger of remaining in wet clothes, with the result that he fell victim, after repeated wettings in the tropical rains, to Rheumatism. He now well again, and still at work though 60 years of age, for which not long ago he thanked Dr. Williams' Pink Pills, the medicine which has cured almost innumerable cases of Rheumatism during the past twenty years in the following words:—

"I am in charge of the Government Provision Store here at Tjilatjap," said Mr. Opitz, "and my duty compels me to cross the harbour every night in an open Malay boat. It was through making this journey in all sorts of weather, and often getting soaking wet, that I developed Rheumatism some time ago."

"I suffered most excruciating pains all over my body. My joints swelled, and hurt me frightfully whenever I moved. I grew thin, weak and miserable, and my blood got into a very poor condition. My appetite dwindled away, and severe headaches and fits of dizziness added to my discomfort at time went on."

"Finding no relief from the doctors' medicines, at last I gave Dr. Williams' Pink Pills for Pale People a trial, after two bottles of which I felt very much better. Persistence with these Pills for a while longer completed my cure, and since then not only have I had no return of the Rheumatic Pains but I have felt much stronger in every way."

The cause of Mr. Opitz's Rheumatism lay in his blood, the wettings only aggravated it. It was the pure rich blood made by Dr. Williams' Pink Pills for Pale People that cured him, and in the same way these Pills have restored health and strength to tens of thousands of men and women suffering from maladies due to blood poverty and nerve weakness. Among other disorders they have cured are Anemia, Debility, Malaria, Indigestion, Liver Complaint, Back-pains, Sciatica, Paralysis, Beri-Beri, Bezema, Scrofula and Skin Eruptions. They are widely known as the most perfect specific for the special ailments of ladies. Obtainable from all reliable medicine vendors, also direct from the China branch of the Dr. Williams' Medicine Co., 84, Sechoon Road, Shanghai, 1 bottle for \$1.50, or 6 bottles for \$8, post free.

CHURCH SERVICES.

PRAR CHURCH—Holy Communion 8 a.m. every Sunday.

St. John's Cathedral, Hongkong, 26th Sunday after Trinity, Nov. 20, 2 h. Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses, Psalms, Veni, yrtos, salms of the 2nd morning (11) to D. un, Hopkins in G.; Jubilate, Ouseley; Anthem, "O Service of the Word"; Gene. Holy Communion (11.45 a.m.) Kyrie, Adagio in A; Hymns, 314 and 559. N.B.—Psalm 102 verses 1, 12, 15, 21, 25, 26 in unison. Psalm 103 verses 1, 8, 17, 19, 21 and 22 in unison. Evensong (5.45 p.m.) responses, Poia; Psalm, of the 20th evening (H.); Vigilant, Crocha, Nunc Dimittis; Hymns, 224, 226 and 228; Preacher, Rev. H. S. Croft Ross, R.N. N.B.—Psalm 104 verses 1, 2, 7, 20, 21, 24, 31, 32, and 35 in unison.

Union Church, Kennedy Road. Special Preacher in morning, Dr. Rossie: 11 a.m. Worship, Hymns 439, 439, 432, Chant 59 (Barb.) Anthem, "All ye Nations" (allies). 3.30 and 4.30 p.m. Sunday School at 2.30 p.m. in British School, Evening Service at 6 p.m. Service on Sundays—Holy Communion on 1st, 2nd and 4th Sundays at 8 a.m. on 1st, 3rd and 6th Sundays at noon. Morning Prayer at 11 a.m., Evening Prayer at 6 p.m.

St. Andrew's Church, Nathan Road, Kowloon, 26th Sunday after Trinity, 20th Nov. 1910. Morning Service at 11 a.m. Holy Communion at noon. Sunday School at 2.30 p.m. in British School, Evening Service at 6 p.m. Service on Sundays—Holy Communion on 1st, 2nd and 4th Sundays at 8 a.m. on 1st, 3rd and 6th Sundays at noon. Morning Prayer at 11 a.m., Evening Prayer at 6 p.m.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Steamer	Tons			
			SATURDAY	FRIDAY		
DELHI	8000	February 4	MANTUA	11000	March 4	March 10
ARCADIA	7000	February 18	MALWA	11000	March 18	March 24
ASSAYE	7500	March 4	MACEDONIA 10500	April 1	April 7	April 7
MARMOHA	10500	March 18	(Through Steamer calling at BOMBAY)	April 15	April 21	April 21
DEVANHA	8000	April 1	MOLDAVIA	10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA	10000	May 13	May 19
ASSAYE	7500	April 29	MOREA	11000	May 27	June 2
DELTA	8000	May 13	MOOLTAN	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax): 1st SALOON £71.10 SINGLE, £105.14 RETURN. 2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERME DATES (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

INTERME DAITE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR									
LONDON									
CARRYING SALOON PASSENGERS AT REDUCED RATES.									
PROPOSED SAILINGS:									
STEAMERS					Leave HONGKONG		Due LONDON		
Tonnage					about		about		
• SUNDA	...	...	...	...	4700	January	25	March	11
• NUBIA	...	...	...	...	5900	February	8	March	25
• SYRIA	...	...	...	...	6650	March	8	April	24
• NOBE	...	...	...	...	670	March	22	May	8
• FALA WAN	...	...	...	...	4700	April	5	May	19
• BORNEO	...	...	...	...	4600	April-	19	June	22
• SICILIA	...	...	...	...	6700	May	3	June	19
• SUMATRA	...	...	...	...	4600	May	31	July	17
• NILE	...	...	...	...	6700	June	14	July	31

SHIPPING.

ARRIVALS.
ANNUI, British str., 18th Nov.—Canton.
CHINKIAN, British str., 1229, W. W. Kay, 18th Nov.—Wuhu 12th November, Rice—Butterfield & Swire.
FRANZ FERDINAND, Austrian str., 3345, B. Cobel, 17th Nov.—Singapore 10th Nov., General—Sander, Wierler & Co.
HAIMUN, British str., 641, A. Stewart, 18th Nov.—Swatow 17th Nov., General—Douglas, Laprak & Co.
HUBSON, British str., 2376, H. C. Robinson, 17th Nov.—Milke 13th Nov., General—Standard Oil Co.
KANSU, British str., 18th Nov.—Canton.
KLEIST, German str., 5123, O. Pahnke, 18th Nov.—Bremen 6th October, Mails and General—Melchers & Co.
LANHES, British str., 2904, Taylor, 18th Nov.—Shanghai 15th November, General—Butterfield & Swire.
LOESANG, British str., 18th Nov.—Canton.
TEURONGAN MARU, Japanese str., 2560, Matsuo, 18th Nov.—Moji 12th Nov., Coal—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 18th November.
Amigo, German str., for Huiphong.
Asia, American str., for San Francisco.
Ameyie, British str., for Shanghai.
Chinkiang, British str., for Canton.
Empress of India, British str., for Vancouver.
Hudson, British str., for New York.
Kleis, German str., for Shanghai.
Kokang, British str., for Foochow.
Pipayan, Dutch str., for Batavia.
Yuenang, British str., for Manila.

DEPARTURES.

18th November.
DAIYA MARU, Japanese str., for Milke.
HAICHING, British str., for Swatow.
MAUSANG, British str., for Jesselton.
TUBODAS, Dutch str., for Batavia.
ZATIRO, American str., for Manila.

VESSELS EXPECTED.

THE INDIAN MAIL.
 The Indo-China str. *Namany* from Calcutta and the Straits left Singapore for this port on the 10th inst.
 The Indo-China str. *Kunming* left Calcutta for the Straits and Hongkong on the 8th inst., and is due here about the 24th inst.
THE AUSTRALIAN MAIL.
 The E. & A. str. *Albatross* left Manila on the 17th inst., at 6 a.m., and is expected to arrive here to-day.
 The N.Y.K. str. *Yamato Maru* (Australian Line) left Thursday Island for this port via Manila on the 14th inst., and is expected here on the 21st inst.
 The E. & A. str. *Eastern* left Sydney on the 12th inst., for Queensland Ports, Port Darwin, Timor, Manila and this port.
THE FRENCH MAIL.
 The M.M. str. *Polynesien*, with the French Mail of the 23rd ultimo, and mails from London of the 22nd ultimo, left Saigon on the 19th inst., at 2 a.m., and is expected to arrive here on the 21st inst. afternoon.
THE AMERICAN MAIL.
 The P. & O. S. N. Co. str. *Monipah* sailed from Yokohama on the 15th inst. en route to Hongkong, and is due to arrive at this port on the 25th inst.
 The P. & O. S. N. Co. str. *Korea* sailed from San Francisco on the 8th inst. en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, and Manila, and is due to arrive at Hongkong on the 11th prox.

THE CANADIAN MAIL.
 The C.P.R. Co. str. *Empress of Japan* left Vancouver on the 11th inst. a.m. for Hongkong via usual ports of call.
THE AUSTRALIAN MAIL.
 The P. & O. S. N. Co. str. *Somali* left Singapore for this port on the 13th inst., at 5.30 a.m., and is due here to-day.
 The O.S.K. str. *Tacoma Maru* from Tacoma left Manila on the 18th inst. for this port, and is expected to arrive here to-morrow.
 The H.A. Line str. *Arabia* left Singapore on the 13th inst. p.m., and may be expected here to-morrow.
 The H.A. Line str. *Senegambia* left Tientsin on the 16th inst. p.m., and may be expected here to-morrow.
 The H.A. Line str. *Silvia* left Shanghai on the 16th inst. p.m., and is expected to arrive here to-morrow.
 The "Shim" Line str. *Denbighshire* left Singapore for Hongkong on the 16th inst. morning.
 The "Ben" Line str. *Benarty* from Antwerp, Leith, Middlebrook and London, left Singapore on the 17th inst. for this port.
 The N.Y.K. str. *Kama Maru* (European Line) left Shanghai for this port on the 15th inst., and is expected here on the 21st inst.
 The Barber Line str. *Shiratsuyu* passed Swatow on the 1st inst., and is due here about the 27th inst.
 The O.S.K. str. *Panama Maru* from Tacoma, arrived at Yokohama on the 15th inst., and sailed from there on the 18th inst. for this port via Kobe and Shanghai, and is expected to arrive here on or about the 1st prox.

The T.K.K. str. *Hongkong Maru* left Honolulu on the 2nd inst. for this port, via usual ports of call, and is expected to arrive here on the 5th prox.

Cutler, Palmer & Co.'s



Gutler, Palmer & Co., London
 AGENTS
 SWEETEN & CO.,
 HONGKONG.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Knieck, R.N.R.	P. & O. S. N. Co.	About 30th inst.
COPENHAGEN	FRISING	Swed. str.	—	—	—	On 25th inst.
GENOA, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k.w.	Porcelius	—	On 21st inst.
ROTTERDAM, ANTWERP & HAMBURG, &c.	BURGARIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERICA LINE	On 5th Dec.
HAVRE, BREMEN & HAMBURG, &c.	SURVIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	On 24th inst.
HAVRE & HAMBURG via STRAITS, &c.	WESTPHALIA	Ger. str.	k.w.	Buch	HAMBURG-AMERICA LINE	On 11th Dec.
MARSEILLES, HAVRE & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, &c. via PORTS OF CALL	TOKIN	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 23rd inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	P. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	ARMENIA	Ger. str.	k.w.	Rohde	NIPPON YUSEN KAISHA	On 7th Dec., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 10th Dec.
MARSEILLES & COPENHAGEN	CANTON	Swed. str.	—	—	—	On 21st Dec., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 22nd Dec., at Noon.
TRIESTE, &c. via SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	Pavisch	SANDER, WIELER & Co.	On 26th inst.
BOSTON NEW YORK via PORTS & SUEZ CANAL	INDRAFA	Am. str.	—	—	—	On 17th Dec., at 7 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 25th Jan., at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 30th inst., at Noon.
VICTORIA, C.B. & TACOMA via JAPAN	TACOMA MARU	Jap. str.	—	—	—	On 3rd Jan., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	To-day.
VICTORIA, B.C. VANCOUVER, & SEATTLE, &c.	ATYERIC	Brit. str.	—	J. Boyd	CANADIAN PACIFIC R. Co.	On 6th Dec., at Noon.
VANCOUVER (DIRECT)	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 21st Dec.
CALLAO IQUIQUE, &c. via JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	Christen Smith	PORTLAND & ASIATIC S.S. Co.	On 23rd inst., at Noon.
PORTLAND via JAPAN & SAN FRANCISCO	HEIKI ISEN	Nor. str.	—	T. Seldin	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 3rd Dec., at D'light
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 10th Dec., at 1 p.m.
AUSTRALIAN PORTS via MANILA	PRINZ STIGMUND	Ger. str.	—	—	—	To-day, at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TEIKO MARU	Jap. str.	—	H. Gunkroger	PACIFIC MAIL S.S. Co.	On 3rd Dec., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	ASIA	Am. str.	—	W. Davidson	PACIFIC MAIL S.S. Co.	On 24th inst., at Noon.
SAN FRANCISCO via JAPAN & HONOLULU	MONGOLIA	Am. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
Kobe & YOKOHAMA	KAGA MARU	Jap. str.	—	T. Seldin	NIPPON YUSEN KAISHA	Quick despatch
NAGASAKI, Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 p.m.
JAPAN	YAWATA MARU	Jap. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
TIENSIN	CHUPHONG	Brit. str.	1 m.	A. G. Chitt, R.N.R.	P. & O. S. N. Co.	About 19th inst.
TIENSIN	HUPHONG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
SHANGHAI, MOJI, Kobe & YOKOHAMA	SOMALI	Brit. str.	—	—	—	To-day, at daylight
SHANGHAI via SWATOW	KWONGKANG	Brit. str.	—	—	—	To-day, at midnight
SHANGHAI, Kobe & YOKOHAMA	ABARIA	Ger. str.	k.w.	—	—	To-day.
SHANGHAI	ANNUI	Brit. str.	1 m.	B. Cobel	SANDER, WIELER & Co.	On 21st inst., p.m.
SHANGHAI YOKOHAMA & Kobe	E. F. FERDINAND	Aus. str.	—	Brune	MESSAGERIES MARITIMES	On 21st inst., at Noon.
SHANGHAI Kobe & YOKOHAMA	POLYMERIN	Fren. str.	—	M. B. Lako	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SHANGHAI, Kobe & MOJI	NAMSAO	Brit. str.	—	Richard	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SHANGHAI	WAISHING	Brit. str.	—	A. Mooker	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
SHANGHAI MOJI & Kobe	HAIRATA MARU	Jap. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	Filler	HAMBURG-AMERICA LINE	On 1st Dec.
SHANGHAI	ASSAYE	Brit. str.	—	A. Pander	MELCHERS & Co.	Quick despatch
SHANGHAI Kobe & YOKOHAMA	BRASILIA	Ger. str.	k.w.	J. Speed	OSAKA SHOSHEN KAISHA	On 23rd inst., at 8 a.m.
SHANGHAI, YOKOHAMA & Kobe	SIAM	Dan. str.	—	A. H. Stewart	OSAKA SHOSHEN KAISHA	To-morrow, at 10 a.m.
SHANGHAI	THILWONG	Dan. str.	—	J. W. Evans	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	To-morrow, at 11 a.m.
TAMSUI via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	P. H. Rolfe	DOUGLAS LAFRAIK & Co.	On 22nd inst., at 11 a.m.
AMOY & CHINKIANG	KANSU	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 23rd inst., at 10 a.m.
SWATOW	HAIMUN	Brit. str.	2 h.	Mathias	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	S. Crosby	BUTTERFIELD & SWIRE	On 22nd inst., at 4 p.m.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	E. Rice	SHEWAN, TOMES & Co.	On 30th inst., at 4 p.m.
HAIPHONG	CHIEHI	Brit. str.	1 m.	H. A. Harla	SHEWAN, TOMES & Co.	On 7th Dec., at 4 p.m.
MANILA	YUNNANG	Brit. str.	—	F. Sombl	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
MANILA	LONGSANG	Brit. str.	—	E. Combes	MELCHERS & Co.	To-day, at 5 p.m.
MANILA & ILOILO	RAIPONG	Brit. str.	1 m.	J. B. v. Damme Jelish	NIPPON YUSEN KAISHA	On 29th inst.
MANILA, ILOILO & CEBU	SIAM	Am. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
MANILA, CEBU & ILOILO	ZATIRO	Am. str.	—	—	—	Quick despatch
MANILA, CEBU & ILOILO	SUNOKIANG	Brit. str.	1 m.	—	—	—
JESSELTON KUDAT & SANDAKAN	BORNEO	Ger. str.	—	—	—	—
HOMBAY via SINGAPORE, & COLOMBO	COLOMBO MARU	Jap. str.	—	—	—	—
SINGAPORE, PENANG & CALUTTA	FOOKANG	Brit. str.	—	—	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	TIPIKAS	Dut. str.	—	—	—	—

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, Kobe & YOKOHAMA	"POLYNESIE"	On 21st Nov., P.M.
MARSEILLES via PORTS	"TONKIN"	On 22nd Nov., 1 P.M.
SHANGHAI, Kobe & YOKOHAMA	"V. DE LA CROIX"	On 5th Dec., P.M.
MARSEILLES via PORTS	"ERNEST SIMONS"	On 6th Dec., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. THOMAS, AGENT,
 Hongkong, 10th November, 1910. Queen's Building. 2

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Peking, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" Sat., 17th Dec.	"ALLEN LINE" Friday, 15th Jan.
"EMPRESS OF CHINA" Sat., 14th Jan.	"ALLEN LINE" Friday, 10th Feb.
"MONTEAGLE" Wed., 25th Jan.	
"EMPRESS OF INDIA" Sat., 11th Feb.	"ALLEN LINE" Friday, 10th Mar.
"EMPRESS OF JAPAN" Sat., 14th Mar.	"ALLEN LINE" Friday, 7th Apr.
"EMPRESS OF CHINA" Sat., 8th April	"ALLEN LINE" Friday, 5th May

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate (on Steamers) £43.
 and 1st Class Railway £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 J.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 U. W. CRALDOCK, General Traffic Agent for China,
 Corner Fodder Street and Praya, opposite Blake Pier

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C. & SEATTLE

via SHANGHAI, MOJI, Kobe AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
AYMERIC	4,363	J. Boyd	19th November.
HALLAMSHIRE	4,420	G. E. Elliott	15th December.
SUVERIC	6,222	F. S. Cowley	1st January.
KUMERIC	6,222	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.
 * These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO. LIMITED,
 GENERAL AGENTS.
 Queen's BUILDINGS.

Hongkong, 24th October, 1910.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

VESSELS ON THE BEATH

CANADIAN PACIFIC RAILWAY CO.
FOR VANCOUVER.

THE Steamship

"AYMERIC."

From HONGKONG.
 TO-DAY (SATURDAY).
 THE 19TH NOVEMBER.

FOR VANCOUVER DIRECT.

To be followed by
HALLAMSHIRE... 15th Dec.
SUVERIC... 17th Jan. 1911
KUMERIC... 9th Feb.
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.
 For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.
 Hongkong.
 Hongkong, 10th November, 1910 [155]



AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBÉ.

THE Company's Steamship

"E. FRANZ FERDINAND."

Captain Cobel, will leave for the above places TO-DAY, the 19th inst.
 This Steamer has special accommodation for passengers. Electric light, carries a doctor and stewards.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 11th November, 1910. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PHRANG GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
 Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c. on SATURDAY the 26th November, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOLDAVIA" 10,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "ARABIA" due in London on the 7th January, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 14th November, 1910. [1]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON AND NEW YORK via PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

"INDRAPURA." SATURDAY, 26th

